



號十二月四英港香 HONGKONG, TUESDAY, APRIL 20rn, 1886. 日七十月三年二十緒光 號五十三百八千八第 No. 8835 INTIMATIONS. NOTICES TO CONSIGNEES. BANKS. AUCTIONS. NTIMATIONS. SHIPPING. PUBLIC AUCTION. NETHERLANDS-INDIA STEAM NAVI CHIARINI'S ORIENTAL BANK THE NEW IMPORTANT NOTICE. GATION COMPANY, LIMITED. ARRIVALS.

A Public Auction.

April 18, GREYHOUND, British steamer, 227, Thomas, Pakhoi 14th April, Hoihow 16th, and Macao 18th, General.—Adamson, Bell

& Co. April 19, THIBET, British steamer, 1,671, W. D. General,-P. & O. S. N. Co. April 19, KWANG-LEE, Chinese steamer, 1,508.

Andrew, Whampon 19th April, General.-C. M. S. N. Co. Peters, Rangoon 5th April, Penang 9th,

April 19, DIAMANTE, British steamer, 514, Mc. named them Caslin, Manila 16th April, General,-Rus-BELL & Co. April 19, SULTANA, British bark, 812, Samuel Marsten, Saigon 1st April, Paddy.-CHI-

CHAN.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 19TH APRIL.

Mongkut, British str., for Snigon. Hocla, Amr. ship, for San Francisco. Stanmore, British str., for Manila. Horsequards, British str., for Saigon. Mosser, British str., for Saigon. Protos, German str., for Saigon. Chow-chow-foo, German str., for Saigon.

DEPARTURES. April 19, NATAL, French str., for Shanghai. April 19, BOTHWELL CASTLE, British str., for Salgon.

April 19. CLARA, German str., for Hollow. April 19. JOHANN, German str., for Hollow. April 19, OSCAB MOOTER, German bark, for Tientsin.

April 19, MENZALEH, Frenchstr., for Yokohama. April 19, SALTER, French str., for Haiphong. April 19, GLENAVON, British str., for Shanghai. April 19, GRATITUDE, British str., for Kuchi-

April 19. VIPERE, French g-bt., for Swatow. April 19, ZAFIRO, British str., for Manila. April 19, Horseguards, British str., for Saigon.

PASSENGERS:

Per Thibet, str., from Yokohama -Mr. and Mrs. McRitchie, Miss Robertson, and Messrs. Rickett and Bland, and 2 Chinese. Per Greyhound, str., from Pakhoi, &c.-Mr. Henry, and 20 Chinese.

Per Venice, str., from Rangoon, &c.-183 Chi-Per Diamante, str., from Manila.—Messrs, Julius, Witte, and Miguel Reyes, and 53 Chinese.

DEPARTED. Per Glenavon, str., for Shanghai.—Mr. E. E. Per Menzaleh, str., for Yokohama.-Mr. and Mrs. Valenza, Messrs. H. Pearson, Sawa, Camp-

TO DEPART Per Rosamond, str., for Haiphong.-Mr. J

bell Preston, and Adeano.

Per Ajaz, str., for Amoy.-Messrs. A. J. do. Silva e Souza, R. Hirao, and T. Futatsugi.

REPORTS.

The British Steamer Diamante reports that she left Manila on the 16th inst., and had variable winds and calms to lat. 20 N.; thence to port fresh N.E. winds and cloudy weather.

The British steamer Greyhound reports that she left Pakhoi on the 14th inst., arrived at Hoihow on the 15th: Had light N.E. winds and fine weather. Left Hothow on the 16th and arrived at Macao on the 18th. Had fire weather.

The British steamer Venice reports that she left Rangoon on the 5th inst., Penang on the 9th, and Singapore on the 18th. First part calma and light airs; from lat. 12 to 19 N. light S.E. winds; thence to port fresh N.E. winds and cloudy weather.

THE LEE YUEN SUGAR REFINING COMPANY, LIMITED, IN LIQUIDATION.

THE LIQUIDATORS are prepared to receive Tendees for the purchase of the pany. LAND, BUILDINGS, MACHINERY, and FIXTURES of THE LEE YUEN SUGAR REFINING COMPANY. All Tenders should be enclosed in an Envelope

endorsed "Tender for Purchase of Lee' YUER." and addressed to the Liquidators of the LEE YUEN SUGAR REFINING COMPANY, and must be placed in the hands of C. Ewens, Solicitor to the Liquidators, with a Deposit of \$20,000, before 3 o'clock, on WEDNESDAY, the 21st day of April, 1886. The Tenders will not be opened until after

3 o'clock on the 21st day of April. The Liquidators will accept the highest Tender provided it exceeds the sum of \$190,000 and provided also it is on a form which can be obtained at the Office of C. EWENS, at 45, Queen's Road, Hongkong, and it is in accordauce with the conditions contained in such form, The Purchaser must also purchase the COAL ANIMAL CHARCOAL, and OFFICE FURNITURE, and Space Machinery, and Stores in the FITHE THIRD ANNUAL GENERAL Godown (which are not included in the Tender)

at Invoice prices. Company who has been engaged for a torm ox- ary, 1886, will be presented. piring in February, 1887. The Refinery is most favourably situated

occupying almost 100,000 square feet of ground by the side of Bowrington Canal and close to the Harbour. The whole of the Buildings and Machinery are in excellent order, a large portion of the

Plant and Machinery having never been used. of Raw Sugar per day, Dated this Eighteenth day of March, 1886. ANDREW JOHNSTON. LAU WAI CHUN 劉渭川

LI KING TING 李敬亭 LIQUIDATORS

THE HONGKONG ICE COMPANY, LIMITED.

CHAREHOLDERS are hereby notified that on Presentation of their SHARE CERTIFI-CATES at the Head Office of this Company, NEW ONES will be issued in EXCHANGE in accordance. with the Resolution recently passed. JARDINE, MATHESON & Co.,

General Managers. Hongkong, 1st April, 1886. HONGKONG ICE COMPANY, LIMITED

NOTICE.

N and after SUNDAY, the 4th instant, the PRICE OF ICE WILL ON ONE CENT PER JARDINE, MATHESON & Co. General Managers. Hongkong, 3rd April, 1886.

HARDEN'S STAR HAND GRENADE FIRE EXTINGUISHER. BY ORDER OF H. E. THE OFFICER ADMINIS TERING THE GOVERNMENT. GOVERNMENT

HOUSE has been fitted with the above. E. CLARK, Hongkong Hotel. REALLY GOOD MANILA CIGAR,

made of pure tobacco and of the old government Mudie, Yokohama 11th April, Mails and | pattern, without any of the flavouring oils now so largely used in the manufacture of fancy MANIIA CIGARS, .

LANE, CRAWFORD & Co.

April 19, Venice, British steamer, 1,271, J. B. have made arrangements to produce, and are now supplying Cigars made of a blending of pure and Singapore 13th, General .- BAN HIN ISABELL AND CAGAYAN TOHACCOS, and have

"THE MANILAS", this brand can only be procured from

LANE, CRAWFORD & Co., and is of guaranteed quality and purity. PRICE, \$3.50 PER 100 BOX.

Hongkong, 1st March, 1886: ELLY AND WALSH, LIMITED, MYTHICAL MONSTERS, by Chas. Gould B.A., F.G.S., &c.-Royal Svo. 407 p.p. profusely illustrated. Contents—On some remarkable Animal forms, - Extinction of Species, - Antiquity of Man,—The Deluge not a myth,—On Translation of Myths between the Old and New World-The Dragon,-The Chinese Dragon,-

The Japanese Dragon,—The Sea Serpent,— The Unicorn,—The Chinese Phonix, &c., &c. Sun Glasses and Gogyles-Nickel Mounted. Chesterman's Steel Tape Measures-French RESERVE FOR EQUALIZATION OF ? and English Measurements. Porcelain Monu Tablets.

Meerschaum Bowls and Cherry Wood Stems. The Waterbury Watch; Nickel-Plated-A. Splendid Time Keeper and marvellously Cheep, 34.00 each. New Stock of Photo Albums.

Handsomely bound Prayer and Hymn Books.

Brampton's Automatic Spring Files, the H. L. Dalrymple Esq.

H. L. Dalrymple Esq.

H. L. Dalrymple Esq.

Hon. F. D. Sassoon. most convenient method of filing documents for E. H. M. Huntington Esq. ready reference. Nickel Plated Air and Spring Gans.

Powerful Reading Glassos. Field and Opera-Blotting Cases, Tourist's Cases, Writing Desks. New Stock of Account Books, Memorandum and Manuscript Books. Squezer Playing Cards-Plain & Gilt Edges.

BREWER has just received Instructions for Beginners in Photography. Fishing by Pennell Badminton Library.

Foreign Office List, 1886. Bird's Modern Chess. Pidgin English Sing Song. Wall's Portuguese Grammar. Cassell's Popular Educator. Victoria Music Books.

New French Novels. Ayres's Champion Tennis Bats, Double and Single Strung. Wimbledon and Seamless Tennis Balls. Wire String Tennis Bats,

Dominoes, Chess, Draughts, Bezique and other Boxing Gloves. Youth's Cricketing Gear.

Carred Wood Letter Racks. 2FINE NEWPIANOS, for SALE OR HIRE. New Children's Books. Albums for Cabinets only.

W. BREWER, Queen's Road. UNDER HONGEONG HOTEL.

COMPANY, LIMITED.

TOTICE is hereby given that a GENERAL annum will be allowed to Depositors on their for First Class Passengers. MEETING of the above named Company daily balances. will be held on MONDAY, the 26th day of 5 .- Each Dopositor will be supplied gratis April instant, at 12 o'clock Noon, at the Office with a Pass-Book which must be presented with of Messicura Wotton and Deacon, Solicitors, each payment or withdrawal. Depositors must No. 35, Queen's Road Central, under the Pro- not make any entries themselves in their Passvisions of Section 130 of the Companies' Ordin- Books, but should send them to be written up ance No. 1 of 1865, when the Liquidator of the at least twice a year, about the beginning of Company will by before the Meeting an account | January and beginning of July. showing the manner in which the winding up of . 6.—Correspondence as to the business of the

Dated the 3rd day of April, 1886. A. COXON. Liquidator.

HONGKONG GENERAL CHAMBER OF COMMERCE.

SPECIAL GENERAL MEETING OF THE MEMBERS will be held on TUES-DAY the 27th instant, at 4 P.M., at the CITY HALL to nominate a Member of the Chamber to take the place of the Hon. T. JACKSON, in the Lagislative Council, during his absence from

H. U. JEFFRIES, Acting Secretary. Hongkong, 17th April, 1886.

THE HALL & HOLTZ CO-OPERATIVE per month with allowance for a Clerk at not Firm per procuration. COMPANY.

MEETING OF THE SHAREHOLDERS will be held at the Company's Office, 13, Nanking The Purchaser must also take over from date Road, Shanghai, on FRIDAY, 30th April, of Sale, the liability of the Company under the 1886, at 11 o'CLOCK A.M., when the Report and Contract with the English Sugar Boiler of the Accounts for the year which ended 28th Febru-By Orders of the Directors,

W. W. CLIFFORD, Shanghai, 9th April, 1886. THEHALL & HOLTZ CO-OPERATIVE

COMPANY, LIMITED. The Refinery is capable of refining 1,200 piculs | THE FIRST ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will to held at the Company's Office, Shanghai, immediately after the above Meeting. The TRANSFER BOOKS will be CLOSED Ton, Silk Piece Goods, Matting, and General

> By Order of the Directors, W. W. CLIFFORD. Secretary. Shonghai, 9th April, 1886.

> UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

FIRST INTERIM BONUS of A TWENTY PER CENT upon CONTRIBU. from our Dept, Pedder's Street (near the TIONS for the year 1885 has This Day been declared. WARRANTS may be had on application at the Office of the Society on and after the 30th

By Order of the Board, N. J. EDE. Secretary.

Hongkong, 16th April, 1886. PIANOS.

THE Undersigned begs to anhounce that Sugar Refining Company, Limited" can Instantaneous Views, Groups and Ponho is SOLE AGENT for Hongkong, henceforward be obtained by RETAIL TRAITS of different sizes taken daily. . [18] Chirs, Corea, and Japan for the Sale of FOR CASH, at No. 3, Poel Street, at the same PIANOS, by Mesers. M. F. RACHAIS & Co., Prices as at the REFINERY; or Retail Orders | THE Undersigned have been appointed Sole QUARE BOTTLE WHISKY Homburg, and Messis. Schiedmarks & Co., will be delivered at addresses in town on appli-SYDENHAM MOUTRIE,

let January, 1886.

THE PLANOFORTE AND MUSIC WAREHOUSE, Shanghai, Hongkong, 28th July, 1885.

CORPORATION, LIMITED. N consequence of the increasing demand for a AUTHORISED CAPITAL£2,000,000. Registered Office, 40, THREADNEEDLE STREET. LONDON.

> AND THE COLONIES. THE BANK receives money on Deposit Buys and Sells Bills of Exchange, issue Letters of Credit forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

BRANCHES IN INDIA, CHINA, JAPAN

APPROVED CLAIMS on the ORIENTAL NUTSIDEBOARD, MOROCCO COVERED BANK CORPORATION, in Liquidation, or the CHAIRS, BRASS BEDSTEAD, HORSE BALANCES of such Claims parchased. 1.—BY AN IMMEDIATE PAYMENT IN CASH OF not less than 90 per cent, for the whole

Claim. 2.—Ar 100 per cent., payment being made in fully paid Scrip of the Corporation's 31 Perpetual Debenture Stock, carrying in-terest from date of issue, and exchangeable for Stock Warrants of \$100 with Halfyearly Interest Coupons attached, on the Scrip being made up to any even multiple

HOLDERS of this Stock incur no liability H. A. HERBERT.

Manager, Hong tong Branch. Hongkong, 16th February, 1836. TO ONGRONG&SHANGHAIBANKING

CORPORATION. RESERVE FOND 500,000. PRIETORS

COUM OF DIRECTORS :-Chairman-A. McIven, Esq. . Deputy Chairman-M. GROTE, Esq.

CHIEF MANAGER. Hongkong-Thomas Jackson, Esq. MANAGER. Shanghai-EWEN CAMERON, Esq.

LONDON BANKERS-LONDON & COUNTY BANK. Hongkong-Interest Allowed. On Current Deposit Account at the rate of KELLY & WALSH, LD., HONGKONG. 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—

For 3 moztle 3 per Cent. per Annum. For 6 months 4 per Cent. per Annum. # For 12 months 5 per Cent, per Annum. LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of Banking and Exchange

business transacted. DRAFT: graded on London, and the chie commercial places in Europe, India. Australia, America, Chinamd Japan.
T. JACKSON, Chief Manager. Hongkong, 27th February, 1886

NOTICE,

TOULES OF THE HONGKONG SAVINGS BANK.

1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in-Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1: 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3.—Depositors in the Savings Bank having Cylinders 32 in. by 60 in., Stroke 45 in. [25] \$100 or more at their credit may at their option transfer the same to the Hongkong and Shang-THE HONGKONG PIER AND GODOWN hai Banking Corporation on fixed deposit for 12 months at 5 per cont. per annum interest. 4.-Interest at the rate of 3t per cent. per

the Company has been conducted and the Pro- Bank if marked On Honghong Savings Bank perty of the Company disposed of and also for BUBINESS is forwarded free by the various the purpose of deciding as to the disposal of the British Post Offices in Hongkong and China. Books Accounts and Documents of the Com- 7 .- Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary. For the Hongkong and Shanghai Bank-ING CORPORATION, T. JACKSON.

Chief Manager. Houghong, 8th May, 1885.

INTIMA HONS.

WANTED.

FOR THE SINGAPORE CLUB. SECRETARY (not a Member of the Club), to Undertake the whole Manage-

ment of the Chus, with the assistance of EUROPEAN STEWARD. Probable Salary \$150 exceeding \$20 per month. For Further Particulars, apply to the CHAIRMAN OF COMMITTEE Singapore, 7th April, 1886.

> WANTED. FOR THE SINGAPORE CLUB.

EUROPEAN STEWARD with thorough knowledge of Cooking; qualified to cater for the Club, and to Undertake the |801 | management and control of the Native Servants. Probable Salary \$100 per month with Food

> For Further Particulars, apply to the CHAIRMAN OF COMMITTEE. Singapore, 7th April, 1886. TAYANTED .- EMPLOYMENT, BY A YV YOUNG MAN, thoroughly versed in

from the 26th to the 30th instant (both days Office Business, Understands BOOKKEEPING, and has Good Testimonials, Coast Ports Preferred.

Care of the Hongkong Daily Press. Hongkong, 8th April, 1886. THE KORSCHELT ICE DEPOT.

WE Have This Day been appointed Agents for the KORSCHELT ICE DEPOT and are now ready to SUPPLY ICE HONGKONG HOTEL), in quantities from 5 lbs. and upwards, at the rate of ONE CENT per lb., offering special arrangement to large consumers. The Blocks of Ice weighing up to 700lbs. each are specially adapted for shipping purposes. F. BLACKHEAD & Co.,

Agents. Hongkong, lst April, 1886.

the PRODUCTIONS of the "CHINA Supervision. cants forwarding their monthly requirements Hongkong and China by Messra. J. & R. Len-in writing direct to the Refinery at East Point. NENT, Glasgow, and Messra. David Cousan & JARDINE, MATHESON & Co., Sons, Arbroath. General Agents,

MADE HOUSEHOLD FURNITURE. Comprising:

ANE, CRAWFORD & Co. will Sell by

THIS DAY,

Residence of H. L. DALRYMBLE, Esq.,

at the Peak,

THE WHOLE OF HIS

ELEGANT ENGLISH AND SHANGHAI

the 20th April, 1886, at 2 o'clock P.M., at th

BROCADE AND TAPESTRY COVERE CHAIRS, COUCHES," EBONIZED one CARVED EBONY WHATNOTS, SIDE TABLES, ELECTRO-PLATED WARE GLASS and CROCKERY WARE, WAL HAIR and SPRING MATTRESSES. WARDROBE with MIRROR FRONT, DRESS-ING TABLES, CHILDREN'S BEDS, &c

1 HANDSOME INDIAN CARPET. I GRAND PIANO, by COLLARD & COLLARD. PLANTS IN POTS.

LANE, CRAWFORD & Co., Hongkong, 13ch April, 1886.

PUBLIC AUCTION. THE Undersigned have received instructions - to Sell by Public Auction. (ON ACCOUNT OF WHOM IT MAY CONCERN). at the Godowns of Messrs, Tam Wheong Sing & Co., Swatow,

WEDNESDAY, the 21st instant, at Two O'crock P.M., About 5,000 Cases FISH OIL. 900 Tubs CAMPHOR. 1,500 Cases CASIPHOR OIL.

100 Cases ANTIMONY. 100 Cases JAPANESE CURIOS. All more or less damaged by Sea Water. TERMS OF SALE.—Cash, weighed at 7.2.7. on the fall of the hammer, and all Lots with all

40 Cases PEPPERMINT OIL

faults and errors of description, whatever, to be nt Purchaser's risk and expense as soon as knocked down. QUELCH & Co., Auctioneers.

Swatow 10th April 1806.

IN THE VICE ADMIRALTY COURT O _HONGKONG.

SUIT No. 24. MACGREGOR and OTTERS-PLAINTIFFS AGAINST THE STEAMSHIP "CAMORTA."

HHE Undersigned will (pursuant to a Commission for Sale issued herein) Sell by Public Auction, on SATURDAY,

the 8th day of May, 1886, at 11 O'CLOCK in the FORENUON, (on Board), THE IRON SCREW STEAMSHIP

"CAMORTA." 4352 Tons Register. As SHE FOW LIES AFLOAT in this Harbour with a portion of the Stem and Forefoot and several Bow Plates gone. The Vessel was Built by A. J. INGLIS at Glasgow in November, 18-0, and Classed 100Al at Langth 285 feet 2". Breadth 35 feet 2" Depth 24 feet 1". Is fitted with two direct acting compound Engines of 200 H.P. nominal TWO BOILERS working pressure 75 lbs.

The "Canorta" has Five Watertight Bulkheads and Three Decks. The WEATHER DECK is of Iron planked with Teak, has full Peop with large Accommodation BRIDGE, DECK under which are berthed the Officers and Second Chass Passengers and a Topguilant Percentle for the Crew. The Vessel has a Double Bottom, which holds to the contrary be given before Noon, TO-Two Hundred and Ninety Five Tons of water. MORROW. ballast, and is a most suitable craft for the China, Japau, Indian or Australian Trades. For Further Particulars, apply to the Undersigned of Mosses. Sharp, Johnson, & Stokes. Solicitors, Supreme Court House.

- F. A. HAZELAND, Marshal of the Vice Admiralty Court of Hongkong.

17th April, 1886.

NOTICES OF FIRMS. NOTICE.

TAURING our Temporary Absence from Hongkong, MESSES. GIBB, LIVINGS-TON & Co will take CHARGE of all our Business BORNEO COMPANY. BIRLEY, DALRYMPLE & Co. Hongkong, 13th April, 1886.

NOTICE. WEURING the Absence of our Ms. C. D. BOTTOMLEY, Mr. THOMAS ED-MUND DAVIES is authorized to Sign our DOUGLAS LAPRAIK & Co. Hongkong, 16th March, 1886.

NOTICE. R. MOLEDINA VEERJEE being 25th instant, or they will not be recognized.

No Fire Insurance has been effected. PESTONJEE BAZONJEE Assumes CHARGE of my Business from this date and will Sign my name in Hongkong and China. REHEMOOBHOY HABIBBHOY. Hongkeng, 10th April, 1886.

NOTICE. THAVE THIS DAY Re-Established myself in Business at this Port under the Name of GEO. R. STEVENS & Co. GEO. R. STEVENS. Pedder's Street.

Hongkong, 24th March, 1886. E the Undersigned have This Day whence delivery may be obtained.

Established careelyes herous General Cargo remaining undelivered MERCHANTS and COMMISSION AGENTS under

the Style or Firm of SCHEELE & Co. ALFRED SCHEELE: CARL RUSCH. RICHARD ABESSER. GUSTAVATZENROTH, No. 2, Stanley Street.

Hougking, 1st April, 1886. A FONG, PHOTOGRAPHER STUDIO, ICE HOUSE LANE,

BEHIND NEW ORIENTAL BANK, Hongkong. Has a Largen, Choicer, and more Complete COLLECTION of VIEWS, than any other [693] in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH'S Store. FIOR the Convenience of Customers, and High Finish, painted under careful held by the Company as null and void.

> ARNHOLD, KARBERG & Co. Hongkong, January, 1867.

FROM BATAVIA, SINGAPORE, AND

THE Company's Steamship "CELEBES," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their

Goods, are being landed at their risk into Jan-dine, Matheson & Co.'s West Point Godowns whence delivery may be obtained. Cargo remaining undelivered after the 24th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Hongkong, 17th April, 1886. STEAMSHIP "NATAL." COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London Ex S. S. "YOROUBA," from Antworp Ex S. S. "OPAL," from Havre Ex S. S. "YOR-OUBA." and from Bordennx Ex S. S. " PRE-SIDENT LEROY LALLIER & EYRIANI DES VERGUES," in connection with above Steamer are hereby informed that their Goods with the exception of Opinin, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after lauding. Optional Cargo, will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY (SATURDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATUR-.DAY, the 24th instant, at Noon, will be subject to rout and landing charges at one cent per packago per diem. All Claims must be sent in to me on or before

the 26th inst., (MONDAY), or they will not be renograizēd. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, 17th April, 1886. FROM LONDON, PENANG, AND SINGAPORE.

HE Steamship "GLENAVON," having arrived from the above Ports, Consignees | TEBER das Vermoegender offenen Handelsof Cargo by her are hereby informed that their . gesellschaft SCHAAR & Co., zn Swatow VASES, JARS, JUGS, BOWLS, PLATES, Goods with the exception of Opium, are being wird heute den 15. April 1886 Vormittags 10 TEA and COFFEE SETS, and TOILET landed at their risk into the Godowns of the Undersigned whence and/or from the wharves or boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M.,

TO-DAY, the 16th inst. Cargo remaining undelivered after the 23rd instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be Countersigned by JARDINE, MATHESON & Co.

Hengkong,"16th April, 1886. THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES. FROM LONDON AND SINGAPORE. THE Company's Steamship

" KAISOW," having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods are being lauded at their risk into the Godowns of Mesers. Jardine, Matheson & Co., West Point, whence delivery may be obtained. [804] No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 24th instant, or they will not be

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent. Optional cargo will be forwarded unless notice

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 16th April, 1886. "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

FROM LEITH, LONDON, AND SINGAPORE. HE Steamship

"BENVENUE." Captain Thomson, having arrived from the above Ports, Consignoes of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their Goods and various INSURANCE AGENCIES, and will from alongside. Consignees of Nailrod Iron are also Act as Agents for The British North particularly requested to take delivery from steamer in their own boats, failing which the Captain will not be responsible for any mixing

[782] of different lots that may arise from discharging into other lighters. Cargo impeding the discharge of the vessel will be landed and stored into Godowns of the Undersigned at Consignees' risk and expense. Optional Cargo will be forwarded on unless notice to the contrary be given before 2 P.M. TO-DAY, the 15th instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd inst, will be subject to rent. All Claims must reach us before 4 P.M. of

Bills of Lading will be countersigned by GIBB. LIVINGSTON & Co., Agents. Hongkong, 15th April, 1886. [757 INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE. FIHE Company's Steamship "TAISANG," [632 | having arrived from the above Ports, Consignees

> Cargo remaining undelivered after the 21st inst., will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managors. Hongkong, 14th April, 1886.

Goods are being landed at their risk into

Jardine, Matheson & Co.'s West Point Godowns.

THE HONGKONG, CANTON, & MACAO STEAMBOAT COMPANY, LIMITED.

THE CERTIFICATE OF 10 SHARES in L this Company Nos. 448/457 standing in the Register in the name of Mr. LEE SAT CHEONG, HAVING BEEN LOST, Notice is hereby given, that a NEW CERTIFICATE forthe said 10 Shares will be issued a Fortnight hence and that the Original Certificate, unless IVORY MINIATURES of Superior Excellence produced within that period, will thereafter be Dated the 9th April, 18s6. By Order of the Directors,

> NAPIER JOHNSTONE'S BLEND, Superb Quality, CUTLER, PALMER & Co.'s SELECTION. LANE, CRAWFORD & Co.,

T. ARNOLD,

ROYAL, THEATRE CITY HALL, IMPORTANT ANNOUNCEMENT.

SATURDAY. the 24th April, 1886. GRAND COMPLIMENTARY FAREWELL BENEFIT

MISS FLORENCE SEYMOUR. When will be produced on a Scale of Magnificence and Completeness hitherto unattempted H. M. S. "PINAFORE."

Watch future advertisements and make a note of the Cast. Hongkoug, 19th April, 1886. THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY,

LIMITED.

Registered Office of the above Company, No. 7, to carry to Shanghai by Steamer, on or about Queen's Road Central, Victoria, Hongkong, the commencement of next month, THIS DAY (TUESDAY), the 20th day of April, 1886, at THREE O'CLOCK IN THE AFTERNOON, for the purpose of confirming the Special Resolutions proposed and passed at the last Meeting of the Shareholders held on the 3rd day of April,

NOTICE IS HEREBY GIVEN THAT, the aforesaid Resolutions being duly confirmed, an EXTRAORDINARY MEETING SHAREHOLDERS will be held at the Registered Office of the Company, No. 7, Queen's Road Central, Victoria, Hongkong. Address THIS DAY (Tuesday), the 20th day of April, 1886, at A QUARTER-PAST THREE. o'clock in the Afternoon, for the purpose of passing a Special Resolution to empower the Board of Directors to subdivide the present Shures of \$100 each of the Company into Shares of \$20 each.

By Order of the Board of Directors, T. ARNOLD, Secretary. Hougkong, 20th April, 1886.

BEKANNTMACHUNG. Uhr das Konkursverfahren eroeffnet. Der Kaiserliche Vicekonsulutaverweser Frei-

horr von Serkendorff zu Swatow wird zum, Konkursverwalter ernannt. Konkursforderungen sind bis zum 15. Mai MONOS, EMBROIDERED SCREENS. 1886 bei dem Gerichte anzumelden. Beschlussfassung neber die Wahl eines andern Verwalters sowie ueber die Bestellung eines SCREEN. Gläubigeraussthusses wird auf DEN 29. APRIL 1886 VORMITTAGS 10 UHR. und zur Pruefung der angemeldeten Forder-

pagen auf DEN 29. MAI 1886 VORMITTAGS 10 vor dem-unterzeichneten Gericht Termin Allen Personen, welche eine zur Konkursmasse gehoerige Sache in Besitz haben oder zur Konkursmasse etwas schuldig sind, ist aufgegeben nichts an den Gemeinschuldner zu verabfolgen oder zu leisten, auch die Verpflichtung auferlegt von dem Besitze der Sache und von den Forder-

derte Befriedigung in Anspruch nehmen, dero Konkursverwalter bis zum 29. April 1886 Anzeige zu machen. Kaiserliches Konsulargericht zu Canton. O. F. YON MOELLENDORFF,

TUTLER, PALMER & Co. Remainder on MONDAY, 26th The well known Wine Shippers to China, OF LONDON, BORDEAUE, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURBACHEE, &c.

Their Representatives in China-

Stemssen & Co.

Stellvertr. Konsul.

LANE, CRAWFORD & Co.) Shanghai. Call attention to some of the Wines and Spirits consigned to their care by this well-known at the three distances. Winners excluded from CLARETS, Monton, Larose, St. Julion taking more than one RANGE Prize. Entrance Medoe, both in Quarts & Pints. "INVALIDS," & AMOROSO, SHERRY

These Sherries are also shipped in Jars containing 4 yallons. "INVALIDS" PORT, a most agreeable wine, approved by many Physicians. SCOTCH WHISKY-of several sorts, viz: In square bottles-Nupier Juhnstone's. In round boilles-C. P. & Co.'s, "Heart shaped label."

VINO PURO—a pretty delicate wine.

RISH WHISKY—only the best. COGNAC-from the very best to medium This Firm's Cognacs are too well known to need recommendation. Prines on application.

THE HONGKONG AND KOWLOON

Inround bottles-The celebrated Glanliyet

WHARF, GODOWN, AND CARGO. BOAT COMPANY. FITHE Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at Kowloon, and Land, Re-ship and or Store General Cargoes, Silk, Opium COTTON, GRAIN OF MERCHANDISE in FIRST CLASS GRANITE GODOWNS at CREAP RATES. Also Coals in specially constructed Sheds. For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf

Wharf at Kowloon at the half-hour. For Further Particulars, apply to W. KERFOOT HUGHES, Pedder's Street.

of Cargo by her are hereby informed that their "SHIRE" LINE OF STEAMERS. FOR YOKOHAMA AND HIOGO.

Hongkong, 16th February, 1886.

THE Steamship

will be despatched for the above Ports on the 26th instant. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong. 20th April, 1886.

TO CONSIGNEES OF OPTIONAL CARGO

EX O. S.S. CO.'S S.S. "AJAX."

" DENBIGHSHIRE,"

FROM LIVERPOOL. SHIPPING Orders must be obtained from the Undersigned not later than the 25th inst. for shipment per steamer "ANTENOR." BUTTERFIELD & SWIRE, Agents. Hongkong, 19th April, 1886.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being dis- FITHE Steamship charged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will "CATTERTHUN." lie at Consignees' risk. The Cargo will be ready Captain Darke, will be despatched for the above for delivery from Craft or Godown on and after Portson SATURDAY, the 8th May, at Four the 20th inst. Goods undolivered after the 27th instant will be subject to Rent. BUTTERFIELD & SWIRE, Agents. Hongkong, 18th April, 1886,

[PRICE \$25 PLR MONTH

ADVERTISEMENTS.

GRAND MENAGERIE. Brilliantly Illuminated by NEW YORK BEACON LIGHTS.

EVERY NIGHT AT 8 P.M. COMMENCING AT

GO AND SEE OUR NEW & POWERFUL PROGRAMME. The World-famed Daring, Dauntless and Dexterous Equestrians. Dashing Lady Riders and Lady Athletes. The Gymnic Celebrities, Mid-air Artistes and Ludierous Clowns.

The Great Wild Beast Show. The Herbiverous Animals. The Carnivorous Beasts. The Renowned Wild Beast Tamer L. MAYA, Secretary. Hongkong, 20th April, 1886.

CHIARINI'S CIRCUS. NOTICE is hereby given that an EX- WANTED "LUMP SUM" TENDERS IN Closed envelope forwarded to L. SHAREHOLDERS will be held at the MAYA, Secretary for the CHIARINI'S CIRCUS.

> THE ENTIRE CIRCUS. CONSISTING, MORE OR LESS, OF 22 SALOON PASSENGERS. 10 SECOND 18 THIRD CLASS .. (Native Servants). 22 HORSES.

14 PONIES. 2 ELEPHANTS. 2 CAGES with TIGERS and LIONS. 2 EMPTY WAGGONS 70 TONS CIRCUS MATERIALS, And PASSENGERS BAGGAGE.

CHIARINI'S TICKET OFFICE. HONGKONG HOTEL Hongkong, 20th April, 1886. PUBLIC AUCTION.

WHE Understaned has received instructions

to Sell by Public Auction, on

SATURDAY, the 24th April, 1886, at 2 P.M., at his Sales Rooms, Queen's Road A NICE COLLECTION OF JAPANESE WARE, Comprising:— SATSUMA, KIOTO, KANGA, and IMARY ORNAMENTS.

"ENAMELLED WARE, GOLD and SILVER

INLAID BRONZES, IVORY INLAID

PANELS, EMBROIDERIES, KAKI-

Zur IVORY CARVINGS, and NITCHKIS. ONE OLD HAND PAINTED PAPER TERMS OF SALE.—As Customary. J. M. ARMSTRONG, Fongkong, 20th April, 1886

TONGKONG RIFLE ASSOCIATION. FIRST PRIZE MEETING, 24TH & 26TH APRIL. A LAUNCH will leave Pedder's Wharf at .45 P.M. on the 24th, and 9.39 A.M. on the 26th April, to convey intending Competitors and ungen, fuer welche sie aus der Sache abgesontheir FRIENDS to KOWLOOK.

> TIFFIN will be provided on MONDAY, 26th April, at the Association Range, to be paid for on the Ground. MEMBERS are informed that the 1st, 2nd and 4th Competitions (as per printed Circular) will be short off on SATURDAY, .24th April, the

THIRD COMPETITION (to be shot off on MON-

DAY):—Sweep-stakes. Open to all Comers. For any Military Rifle. Distances 400, 500 and 600 yards. Seven shots at each. Prizes the amount subscribed (less 20 per cent to go to the funds Messrs. Jandine, Matheson & Co.) Hongkong of the Association) divided into four equal parts as follows :--1st, One for the best score at 400 yards. 4th. One for the best aggregate score made

RUNNING DEER COMPETITION (to be shot MANZANILLASHERRY-very pale & dry off on both days):- Distance 150 yards. Open to all Comers. 25 cents per shot. Hits on haunch 50 cents fine. Bulls Eyes only to count. 80 per cent. divided amongst Bulls' Eyes. POOL TARGETS (to be shot off on both days): -200 and 500 yards. OPEN TO ALL COMERS during the Meeting. Four shots for \$1.00. Bulls'

Eyes only to count.

Intending Competitors are requested to notify the Undersigned and to forward full amount of Entrance Fees. Entries Close at Noon on 23rd April. Post Entries, St. each Competition. Competition Tickets and Ammunition will be Sold at the GUN CLUB MATSHED.

EDWARD OSBORNE,

Hon. Secretary.

STANDARD LIFE OFFICE. INVESTED FUNDS......£6,456,527. Are granted under ANCE POLICIES liberal conditions as SECURED PAYMENT regards Rates, Non-POLICIES forfeiture, Surrender, RETIREMENT ANNUITY

Hongkong, 20th April, 1886.

and Revival. POLICIES LIVERY facility is afforded for despatch of Business. Premiums moderate. Proposal Forms on application. every Hour from 6 A.M. to 5 P.M., and from the THE BORNEO COMPANY, LIMITED, Agents, Hongkong, Hongkong, 20th April, 1886.

> FOR SHANGHAI. THE Steamship "ASHINGTON," Captain Hepworth, will be despatched for the

above Port TO-DAY, the 20th instant, at For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, 19th April, 1886. NETHERLANDS INDIA STEAM NAVI -GATION COMPANY, LIMITED.

THE Company's Steamship "CELEBES," Captain De Haan, will be despatched as above on THURSDAY, the 22nd inst., at DAYLIGHT. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

FOR AMOY.

Acents. Hongkong, 19th April, 1886. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED. FOR SYDNEY, MELBOURNE, AND ADELAIDE. (Cailing at Port DARWIN and QUEENSLAND

PORTS, and taking through Cargo to NEW

ZEALAND, TARMANIA, &c.)

For Freight or Passage, apply, to

RUSSELL & Co.,

INTIMATION TEW RINDS PHOTOGRAPHIC ALBUMS. ENGLISH CUT GLASS BOTTLES,

DOULTON WARE, GOODS

LEFT OVER FROM XMAS, will be sold at

REDUCED PRIORS during the continuance of this advertisement A. S. WATSON & Co.,

LIMITE D. THE HONGKONG DISPENSARY.

 NOTICE TO CURRESPONDENTS. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

Hongkong, 20th February, 1886.

countermanded Orders for extra copies of the Daily Press should be sent before Il a.m. on the day of publication. After that hour he supply is limited,

HONGKONG, APRIL 20TH, 1886. .Tun scheme for the establishment of a direct line of mail steamers from Canada to for the week ending 18th April, 1886 :--Hougkong has been before the Imperial Parliament, and there would seem to be a fair prospect of the project becoming ere loug an accomplished fact. The Earl of - HARROWSY evidently takes the liveliest interest in the scheme, and the present Government, if not exactly enthusiastic in the matter, plainly regard it with approval. establishment of this line, expressed his concurrence in most of the observations of Lord HARROWSY, and stated that the Inter-Departmental Committee appointed by the ticability of the scheme had been requested to continue their sittings and give a complete report. It is to be hoped that that re- hands of this scoundrel but for his arrest." port will prove favourable, for there can be great enterprise the Canadian Pacific Rail. of her perseverance in accomplishing a work tailed so enormous an expenditure. The Canadian Government have spent more than twenty they are naturally anxious to see it bring a and direct line of stormers to China and Japan his already been demonstrated, between the friendship of Russia and that of Whether strategically or commercially, that | England." value can natelly be over-estimated. The line will afford to the British Government an alternative route to India which in the event of the Suez Caral being blocked up would be incomparably better than the Cape route. An army could with ease be despatched through Canada to India without the vessels ever troops could be landed to Calcutta almost as quickly as if sent through the Suez Canal And though the Canadian route may take a few days longer than the Canal route, it would be sound policy on the part of the Imperial Government to use the former when practicable, both in order to encourage British enterprise and to save the Canal dues. When sending military and naval reliefs to Hongkong and the Straits Settlements, for instance, an actual saving in time and probably in cost could be effected by using the Canadian route. Moreover, it has always been considered desirable to abridge the distance in the link between England's farthest outpost in the East and Vancouver. This can best be done by establishing direct steamer they were carefully fostered and aided, as far as possible, by the British and Canadian Governments, but there can be no question as to the ultimate financial success of both enterprises. The cable is almost as important as the steamer line from a strategic point course, is in its infancy in British Columbia, but it will soon spring up when once the Canadian Pacific Railway is open, and its progress will be very rapid when fairly started. Nor will the good effects of the railway and the proposed Pacific line of steamers be confined only to the expansion of trade and the inprovement of transport facilities for the British garrisons in the East. It will tend materially to cement the bonds of union in the various sections of the British Empire. Formerly Canada was isolated from her great sister colonies in Australasia and had little in sympathy with them. Signs ing is passing away. Only the other day the representative in London of the Canadiau Dominion joined the Australian Colonies in making representations to the Imperial Government against the annexation of the New Hebrides by France, and in the course of a recent public utterance Mr. GILLIES, the Premier of Victoria, alluded to the act as a very gratifying circumstance. Canada feels, now that she has brought her

new cord in the loose bonds that at present

unite its great but widely scattered portions.

To neglect this opportunity would be to in-

flict a blow on Canadian progress and to

of commerce and civilization.

miss a chance of bringing the East and the Anderson, J. J. Francis, Q.C., A. P. McEwen;

West into closer contact, to the benefit alike and A. P. Stokes; Startors-Messrs W. M.

The French gunboat Vipère, Captain Peyrère, oft here vesterday for Smatow.

The Nagasaki Rising Sign says that no trace whatever has been discovered of the bodies of Pilot Breen and the three missing boatmen. We learn from the Agents (Mesers. Russel) & Co.) that the Union Line steamer Oxfordshire, from London, left Singaporei for this port -F. S. de Souza. Clerk of the Course,-Mr. C.

on Sunday. The Agents (Messrs. Adamson, Bell & Co.) prize winners received their trophies from the inform us that the Shire Line steamer Denbigh- | hands of Mrs. Denne. shirs, from London, sailed from Singapore for this port yesterday.

The Agents (Messrs. Russell & Co.) inform

us that the E. & A. S. S. Co.'s steamer Tannadice left Sydney on the 13th inst. for Hongkong, vid usual ports of call. On Sunday a robbery was committed at Mr. Campbell's hair-dressing saloon, and property to the value of some hundreds of dollars was carried

away. Access to the premises had been gained he did not put from the shoulder, but threw it. by false or duplicate keys. Attention is directed to the announcement, on our front page, of the first prize meeting of the

Hongkong Rifle Association. Several of the competitions are open to all comers, and the the shot being two lbs, heavier than usual the programme generally is well arranged. The throwing may be considered very good. meeting is fixed for the 24th and 26th instant. Dr. Dudgeon, of Peking, is said by a London

paper to be writing a "History of Opium." The work, which is partially in type in Peking will the Athenaum states, contain much novel information concerning the early history of the supply and its introduction into China.

We were not aware that there was any emigration from China to Siberia by steamer, but it seems we were mistaken, as the Nagasaki Express says :- The customary spring batch of Chinese coolies for Wladivostock, to the number of 270, arrived in Nagasaki from China in the N. Y. K. steamer Teuruga Maru, and were trunshipped to the Co.'s Takachiho Maru. The Baikal also has on board a number of coolies for the same

Return of visitors to the City Hall Museum

The Japan Mail translates the following from the Mainichi Shimbun :- " A murderer of the Lord GRANVILLE indeed, in replying to the worst type was arrested in the person of Nakaquestion of the noble lord in reference to the gawa Yohinosuke, living at Miyamuracho, Azabu, Tokyo He was arrested at first on a charge of having broken into a house at Tamachi Goshome, Shib and killed a child, and while in prison he confused the most horrible crimes. In May last he killed his own illegitimate son, and successsively strangled or buried alive in the ground late Government to inquire into the prac- infants whom he had either adopted or taken charge of on receipt of certain sums of money. The police have found two infants at his house which would have succurated to the merciless

Reference is made by the Times to a letter little doubt as to the advisability of the which it printed on the 6th March from a corproject. A line of steamers from Vancouver respondent at Tokyo, which it considers worthy of very special attention. The Times corresponto Japan and Hongkong would be, as Lord | dent puts it that England should either frankly HARROWEY remarked, the crown of that avow a change of policy, arrange a scheme for Hop. Step, and Jump .- For Police wonly, joint action with Japan, or withdraw from the treaties altogether. The Times itself adds:--" It way. Indeed it is a necessary adjunct of the seems clear that if we could, by withdrawing iron way, if the Dominion is to reap the fruits | from the treaties, lead the way to the realisation of Japan's most cherised hopes, we should reap Simpson, and Hannah. a double benefit. We should, in the first place, that has cost so much patient energy and en. have been the prime movers in a change which would bring great advantages to the Japanese themselves; and that is something. We should moreover, gain both in a commercial and-a millions sterling on their great railway, and fact that ought not to escape us—in a political sense by thus bringing the Japanese to regard us as their principal friends. For it is fair interest on the outly. The value of well known to those who are conversant the railway when connected with a regular with the less obvious currents of Eastern politics that, in the opinion of Japanese statesmen, the time is approaching when they will have to choose

LATEST TELEGRAMS.

. LONDON, 17th April THE IRISH LAND PURCHASE

In the House of Commons Mr. Gladstone's touching at a single foreign port, and the Bill for the expropriation of the Irish landlords

> THE GRECIAN IMBROGLIO. Greece still maintains a defiant attitude:

THE POLICE ATHLETIC SPORTS After their Sports being deferred by the weather on Saturday, the Police were exceedingly fortunate yesterday in the state of that most important element. The day could not have been improved upon for the purpose, the rain having cleared off, and there being just enough cloud to temper the heat of the sun, with occasional gleams of sunshine. The ground was a trifle heavy, which was against the making of fast times. A more interesting and enjoyable athletic meeting has seldom been held in Hongkong, a number of novel sports being introduced. There was a communication, and by laying a telegraph large attendance on the ground, the stand being cable, to connect them. We are not san- filled with ladies, and among those present were guine that either would pay a very large H. E. the Acting Governor, with Mrs. Marsh, percentage on capital immediately, unless | Capt. Superintendent and Mrs. Deane, Cols. Foster and Anderson, Hon. P. Ryrie, &c. In speed they were rather behind the representatives of other bodies in the colony. McKay's performance with an 18lb. shot was a fine one, about the best thing recorded here for many years. It was rather hard on McDongall, howa view. With regard to commerce; that, of jever, that he should be disqualified after sending the shot furthest of all; though he threw it, he did what the rest would probably have failed at, and the style was allowed at the Amateur Sports with McInnes. Burr made a fine throw of the match at wrestling. There were some capital tugs of war. The Water Police turned out a fine team of lokangs, but they had to give way after a splendid straggle. The great tug of war was the open event, and here the Police were hoping to revenge themselves on the Royal Artillery for their defeat a fortnight since, but they were it. The Artillery team have now a fair claim are not wanting now, however, that this feel- to the place of champions at this work. The class performances of their kind, and were very interesting. The mile race was the most exciting event, and the meeting of two such men as Whitbread and Gunda Singh on level terms caused the interest to be very great, as Whitbread has a long unbeaten record at the distance, and Gunda Singh has been doing great things this season, winning at the sports of the Northampton. shire Regiment in capital time. There was a grand Pocific coust within reach, that she has struggle between the two, and Whitbread sucvaluable is terests in the Picific, and believes ceeded in upholding the credit of the English as that in the future she will have a great athletes, though it was a very near thing. commerce with the Angle-Sixon nations in Though the time was 21 sees, more than Gunds Australasia. If the British Government Singh's on Saturday week, the performance was really desire the federation of the empire probably better taking into account the difference they will not fail to adopt this proposal to in the condition of the ground. The Eand of subsidize a direct mail line from British the Regiment, under Mr. Moran, played a choice Columbia to Hongkong and thus fasten a selection of music on the ground.

that all the events were got over well before

daylight waned:-Judges-Lieut-Col. Anderson,

Major Dempster, Hon. P. Ryrie, Messrs G. C.

B. Arthur and H. F. Hayllar, Referee-Mr. J.

Arthur, Esq.; 3rd from Fund. third two Bikhs. Three prizes from Fund. Travers, Esq.; 3rd from Fund. There were four entries, Sunda Singh, Inda Singh, Bolah Singh, and Fazil Shah. Inda Singh feats of strength the Police showed well, but in led all the way round into the straight, when the 15 feet in 54secs. The teams were composed engine room, we then went on discharging they always do that. Sunda Singh came up with a wet sail, and beat as follows; him just before reaching the tare. hammer, and he and McKay made a splondid satisfactory they triedagain, when after a tough

to the Gan Lascars, who also beat the Sikh police Kay after a splendid struggle. Burr and T. McDonald next wrestled : Me Donald wou an easy throw at first, but Burr then in a short time. not successful, though they made a good try for matched for the final. Time after time they won in 46 seconds. officers of the Army and Navy had a good was declared to be an undecided struggle, and the tog, the former being the heavier team, and men were to pull again, but they came to terms, was made a handicap. The resultwas as follows. 9 p.m.

By the President—The first course after pull again, but they came to terms, was made a handicap. The resultwas as follows. By the President—The first course after pull again, but they came to terms, was made a handicap. The resultwas as follows. winning. The dances and piping were high and resolved to divide the honours A. P. S. L. McKsy breasting it two yards shead.

P.C. 401..... P.C. 426..... Tug-or-WAR .- For Sikhs and Gun Lascars. Ten a-side. Fifteen feet to be pulled over. No sitting down and spikes allowed. Prize from Fund.

There were two fine teams sent out to represent these sides, both being well trained. At FULLY EQUIPPED RACE, 100 YARDS.—For the first heave the Lasoars gained a little, but wore speedily checked, and then the rope secsawed, with the balance in favour of the military team. Then the police gained a good piece Considering the length of the programme there | back, but soon began to lose again, and at length is much credit due to the following management; they began to get a bit, demoralised; and were dragged rather rapidly over. The pull lasted

Gun Lascars QUARTER MILE BACE. For Police only Three prizes: 1st presented by H.E. the Officer Administering the Government; 2nd and 3rd from Fund.

H. Stewart-Lookhart Committee -- Acting Chief Moffat, and several Indians and Chinese. Knopp Inspr. Grey, Inspra J. Cradock, D. Thomson, led the greater part of the way, but at Queen's J. Matheson, J. Lindsay, A. Mackie, W. road side Willie collared and passed him, and in Quincey, and W. Stanton, Sergts. G. Hennessy. the straight Fox also got past him. Won by Robertson, A Mann, and J. Sauers, P. C. eight or nine yards.

P.C. Wilkie Ford, Jemadhar Surmalk Singh, Sergt. Sheik P.O. Fox Allum, and Mr. G. J. W. King. Hon. Treasurer P.C. Knopp W. Duggan. At the conclusion of the sports the PUTTING THE SHOT, 18lbs.-7 feet run (no. Paul and McKay, the former winning. Time,

follow). For Police only. Three throws. Three prizes: 1st presented by G. C. Ander-P. C. Paul A. P. S. McKay Entries :- P.S. Simpson, P Cs. Hadden, Eurr, P. C. Hadden J. McDougall, J. Stewart, and A. P. S. McKay. After a good competition McKay was declared winner, though McDourall sout the shot furthest. The latter was disqualified on the ground that Two prizes presented by Mrs. Deans.

P.C. Stewart (33 feet 2 inches) Miss Orley..... P.C. Hadden (33 feet 15 inches) ... All the others were exceedingly close up, and RUNNING LONG JUMP.-For Police only. Three prizes: 1st presented by the Hon. E. J. Ack-Dempster (The Slasher). royd, 2nd and 3rd from Fund. Entries:-P. C. McDongall, James, McKenzie.

The competition was rather a poor one, Mo-Dougall winning easily. McKenzie was out of it. P.C. McDougall (16 feet 8 inches)... P.C. James (15 feet) 2 CHEOWING THE HAMMER, 16lbs.—Open to all made a capital struggle. comers. Three throws. Three prizes: 1st presented by J. S. Brewer, Esq.; 2nd and 3rd

Appended is the list of events:-

son, Esq., 2nd and 3rd from Fund.

A.P.S. L. McKay (33 feet 9 inches)

Entries .- P. S. Simpson, P.Cs. Patteson, Hannah, Campbell, Roberts, James, McKenzie, Burr, Ross. Ptes, Leveday, Busby and Quinn (Northamptonshire Regiment), Slider (Naval Yard) Conway.

P.C. Burr made a fine throw at his first atcontest for second place Pattison beat the rest. passed him. Dickinson also passed Fox on the Conway made a rather languable exhibition. Owing to the want of good ash to make a strong handle, the hammer was fixed on a rope instead. P.C. Burr (77ft. 4in.) P.C. Pattison (72it, 3in.) 2

P.C. James (71ft, 11in.) 3 HIGH JUMP .- For Police only. Three prizes from Fund. Entries: -A. P. S. L. McKay, P. C. Hadden James, Paul and McDougall, Paul was the third to fall, and Hadden and McKay tied

P.C. Paul 14 ft. 3 in.) 100 YARDS FLAT RACE .- For Police only. Three prizes: 1st presented by A. McIver.

Dougall, Ross, Hadden, Wilkie. Ram Singh, Wassawah Singh, Molah Singh, and about ten Chinese. There was a good start, and Wilkie led the greater part of the waydown; he was passed just at the finish, however, by Hadden, and Paul was

given second place. P.C. Hadden P.C. Paul P.C. Wilkis 3 Three prizes: 1st presented by A. Hogg, Esq.; 2nd and 3rd from Fund. Entries:-Inspecter Quincey, P. C. Paul

McDougall, Roberts, James, Hadden, Hall After a capital close contest Hannah beat all P. C. Hangah (56ft 4in.).....

UG-OF-WAR. - Open to all Chinese in Govern. ment employ. Ten a-side. Fifteen feet to he pulled over. No sitting down norspikes allowed. Prize presented by the Hon. F. Stewart.

The Water Police then pulled the lokangs Birt, Wilkins and Pallin, (50 yds.) representing the restof the Force, and they were The race was watched with great interest, as mistake in the deviation card," pointing to it so far as I could see. again successful after a rather better struggle.

Water Police Team only. Three prizes: 1st presented by A. G.

McDougall, Gane, A. P. S. McDonald. in first of all with his egg still in the speen. P.C. Niven P.C. McGarry 2 P.C. McDougall 3 HURDLE RACE, 120 YARDS. SIX FLIGHTS.—

prizes: 1st and 2nd presented by W. M. B. P. C. Inda Singh was winning easily when he fell at the last hurdle. He might still have secured second place, but he stopped and made no effort. The winner was a Chinese lokang, second and

P.C. 401 P.C. 608 THREE LEGGED RACE -For Police only. This race produced a good struggle; Paul and Burr ran in capital style and took first place.

P.Cs. Paul and Burr P.Cs. Bolah Singhand Gunda Singh, 2 P.Cs. McDougall and McDonald ... 3 RACE FOR INDIAN POLICE -Once round Three prizes: 1st and 2nd presented by A. K

Sunda Singh EUROPEAN WRESTLING.—For Police only. Cumberland Style. Best of three throws for

last pair. Prize presented by E. Mackean, The contest was the best two of three throws. McKayand Dickinson contested first and McKay got two throws, but the result not being deemed struggle both men went down on their sides, but McKay got the upper hand on the ground. In the next struggle Dickinson threw McKay by a! smart side throw, but the third was won by Mo

Burr and McKay proved to be splendidly police gained a little at one time, the Lascars the ship began to move and at 1.15 was off the strove for the throw but neither could gain an 120 YARDS HANDICAP RACE.—For the Band of The ship was quite tight. During the last day advantage, and after three or four minutes hard the 58th Regiment. Three prizes, from Fund, we had been putting the cargo in boats, and after struggling both wont down on their sides. This

P.C. Burr RACE FOR CHINESE POLICE.—Once round. Three prizes: let and 2nd presented by J. H. Steward-Lockhart, Esq.; 3rd from Fund. There were seven entries, and Lo Yau, taking the lead half way round kept it to the tape,

lmin. 49sees, the best struggle of the meeting.

P.C. Baker

HURDLE RACE, 120 YARDS, SIX FLIGHTS .--For European Police only. Three prizes : Ast presented by J. J. Francis, Esq., Q.C.; 2nd and 3rd from Fund. Entries :- P. Cs. Hadden, Paul, Simpson, and A. S. McKey. There was a good race between

GIRLS' RACE.—For Daughters of Members of the Police Force, over six and under ten years of age. To be handicapped by the Starters. There were six entries, and after a very close race between the first two the result was

Miss M. Thompson 2 Boys' RACE .- For Sons of Members of the Police Force, over five and under eleven years of age. To be handicapped by the Starters. Two prizes presented by Master Hubert There were about ten entries, and the result

H. Gidley J. G. Swanston.... GARRISON BOYS' RACE.

There were five entries, and the two first boys

James Joycer HALF MILE FLAT RACE.—For European Police H.C. Ayres; 2nd and 3rd from Fund. Entries P.Cs. Whitchell, Fox, Williams, Knopp, and Dickinson. Whitchell led at first, but soon fell behind all the rest. Fox next took tempt, and was never reached. After a good up the running, but on the last lap Wilkins Queen's road side of the ground and steadity

drew up to Wilkins, whom he beat on tape after a splendid struggle. Time, 2min. 29 secs. "P.C. Dickingon 1 P.C. Wilkins, 2

tendent of Police.

Inspector Quincey Inspector Mackie SWORD DANCE, REELS, STRATHSPEYS, &c .-Open to all comers. Prize presented by the Hon, P. Ryrie.

by A. Falconer, Esq. Bag Pipe Competition.—Open to all comers.

by Lieutenant-Colonel Anderson. The pipers were P.Cs. Beaton and Duncan and Adam Hogg of the Hongkong and Whampea Dock Company. There was a close contest, Adam Hogg being adjudged the winner. ONE MILE HANDICAP RACE.—Open to all round the ship, and to make signals to vessels in a very awkward position?—Yes; I do remem up the log. I had not consulted the deviation comers. Three prizes: 1st presented by A. P.

McEwen, Esq.; 2nd and 3rd from Fund. Entries :- Whitbroad (Naval Yard Police). Gunda Singh (Gun Lascar) (scratch), Gunner

Whitbread and Guada Singh have great reputations in Hongkong, and a fight between the the conversation that took place. The night card and saying you had made a mistake, the miles clear of all danger. The night these two were leading, with Davis and Haynes, not see anything. When my over got occus-Donald, Ford, Hadden, Ehlers, Ross, McIver, way to the tope, Whitbread winning amid struck we at once commenced jettisoning cargo. would never have been where she was.

former winning by about the same distance. Whitbread (Naval Yard Police) ... Gunda Singh, R.A. Gyaner Davis, R.A..... For Indian and Chinese Police only. Three Tug-of-WAR.-Open to Navy,

Volunteer, Fire Brigade, and Police. Ten a. 4 inches of water. Leaving Kobe she was Fund, \$25.

pulling hand over hand. The police hoped to to Yokohama. I did not ask for assistance as I S.E. 2 S. re-sesert their old supremacy when it came to a found the ship would come off when she was Artillery got an advantage, and were then and heaving on the lines. She would not move, S.P.-Yes; I laid them S.E. by S. once. The police also pulled well and gained small crack in the engine room. There was alittle that was the true course. back some ground, but by degrees they were leak, but it was stopped and shored up by the car. They mark their true course, that they are William Humphreys said—I am an able seadrawn forward to the tape, and were got over penter. Finding the ship was aground by the supposed to be going on, on the chart?—Yes, man on board the Venetia. I was at the wheel

POLICE. Corpl. Clarke (Captain) A.S. L. McKay P.C. Paul P.C. Gidley Br. Cotton P.C. Stewart P.C. Hall Gunner Boot Gunner Cadman P.C. Burr P.C. Ross Gunner Clare Gunner Crawley P.C. Robertson Gunner Royston Gunner Whittingham Gunner Wilding

Corpl. Brown coached the Artillery, and P.S. Robertson the police.

The Water Police and the Gun Lascars were and sent the parcels and the heavy baggage on

the winners of the two previous Asiatic tugs-of the Omi-maru, At 1.06 p.m. on the 29th we pulled himself together, and won the next two war, and a hot struggle was looked for from them again tried to get her off, we going full speed for supremacy. After a good fight, in which the astern and the Omi-marn going shead. At 1.10

\$15, \$10, and \$5. There was a large entry for this race, which 29th for Yokohama, and arrived on the 30th at

Private Spinks (1½ yards) Private Stapleton (7 yards)..... Private Walsh (scratch

the Government; 2nd from Fund. Entries:--Inspectors Quincey, Perry, Brem-Mr. G. King. Quincey soon had the lead, and running well 12 4 secs. Inspector Quincey

Mr. G. King Inspector Mackie Police only. (Full winter uniform and Cap tion boots). Three prizes: 1st presented by Employes of the H. K. & W. Dooks; 2nd presented by W. M. Deane, Esq.; and 3rd from Fund.

The entries were P. Cs. McDougall, Baker. Gane and Moran. McDougall soon had the lead. and just won the race, but Baker nearly had him on the tape. Time, 14secs. P.C. McDongall 1

Entries .- P. Cs. Wilkie, Fox, Knopp, Paul, Tug-or-WAR,-Officers of the Army versus Of. Japan before. When I came out of my cabin after distant two miles. Captain Clements had left the floers of the Navy.

torious after a capital contest. The teams were and it was then altered to S. 47 E.

Lieut, Bush

Capt. Dacres

Comr. Powell

Lieut. Allen

Lieut. Adair

Lieut. Allan Lieut. Boord

composed as follow:--Lieut. Metcalfe (Cantain) Dr. Pike Dr. Thompson Lient. Bramwell Capt. Belton Lient. Fitzgerald Lieut. Breeks Lieut. Anderson Lieut. Cator Lieut. Marescaux Lient, Lawrie Lieut. Pedler Major Cochrane

Officers of the Army..... 1 There was one more event on the programme water bucket race, but that was not run.

THE STRANDING OF THE P. & O. STEAMER "VENETIA."

Orr. steamer Angerton.

Venetic at the time she had an accident off four miles clear of Itsiye. I then went off the 9.05 was arrived at by her distance off Himono-Isaki reef. The accident happened on the night bridge and was absent about five minutes. On saki by a four point bearing. I remember the of the 26th March. We left Kobe that day at my return I found the officer at work on the words of the pilot when he gave me the course: 4.35 p.m. on a voyage to Yokohama. When we chart: I looked over his shoulder and saw that I was standing at the wheelhouse door and he left Nagasaki on the 24th March Mr. Davidson he had laid the course down on the chart. I then was inside. He said "We will steer S. 47 E. took charge. Mr. Davidson is the pilot supplied inquired if the course was all right and he replinow." Theman at the wheel said "S. 47 E." Mr. Three prizes: 1st presented by Dr. P. by the Company to take the ship from Nagasaki ed, "Yes; that is the true course." I then in Davidson said, "I don't mean here. I mean by to Yokohama. After clearing Nagasaki I called quired if it would take us four miles off and bo the standard." I took that to mean that she was Mr. Davidson's attention to the deviation card, replied, "Yes, a good four miles." He then went to be steered S. 47 E. by the standard; not as a which was in the wheel house near the partition, to the whoelhouse and I measured the distance magnetic course to which I was to apply the vajust above the chart table. Passing through the between the line and the cape. The log was ly- ristion. I steaded her on that by the standard. islands between nine and ten that evening I ing at one side of the chart and I happened to Before he gave me this order I saw him consultmade a remark to Mr. Davidson that we were see that the course marked there was S. 39. I ing the chart and the deviation table. It was passing rather close to the islands. He said the had every reason to believe that the ship was just previous to my reporting Himogrosaki abeam islands were quite bold and it was the best plan making that course. About 10.35 I heard the that I saw him doing this. I did not check the to do so in case the weather became thick, officer say "port," and from where I was scated course he had given me. I was going to do so, He said the only real danger was off the island in the wheelhouse I saw a light on the port bow. but he came in to lie down, and as I was anxious we were then passing. I made no other remark Immediately afterwards the officer of the watch about the lookout I went on the bridge. regarding the navigation. In going through came into the wheelhouse and desired me to come By Lieut Keigwin-There is steam steering the narrow places I was always on deck myself to out and have a look. I went on deck, at once, gear on the Venetia. After she was ported she VETERANS' RACE.—For Members of Police of see that the pilot's orders were carried out; in and before I could see clearly after coming out came round from S. 47 to S.E. before she struck. ten years service in the Hongkong Police, 100 fact I went to stations. Everything went on from the light in the wheelhouse the quarter. I do not remember what made me ask the pilot yards. To be handicapped by the Committee. satisfactorily to Kobe. From what I saw of master sang out "breakers shoad." I instantly if he was sure of his course; we had had a little Two prizes : 1st presented by Major Dempster; Mr. Davidson I was satisfied the vossel was safe gave the order hard sport, stopped the engines, conversation; I don't quite remember what led 2nd by W. M. Deane, Esq., Captain Superin- in his hands. After leaving Kobe we got and then went between the after part of the up to it, but I remember distinctly asking him azimuths to verify the deviation card. We wheelhouse and the bridge rails to get up on the the question. I have never been on this voyage be-Entries:-Inspres. Quincey (scratch), Perry found an error of a degree and a half S.S.W. bridge. While I was going up the ladder the fore. After the ship had struck I laid off the (scratch), Bremher (scratch), Gray (5 yds.), Mackie between the actual deviation and the card. At ship took the ground. Some few seconds after two lines I point out on the chart. I did this (scratch), Cradock (5yds.), Sergt. Baker (scratch). that time the wind was light and the weather wards, when I came down, having seen the vessel for satisfaction, as the pilot wanted to argue that

MOST CHARACTERISTICALLY DRESSED HIGH- pilot replied, "One mile south of Rock Is- shadow on two thirds of the deviation card. LANDER. - Open to all comers. Prize presented land light." Before leaving I went across and spoke to the third officer and told by S. and the course I gave was S. 37 E. This event was judged with the dancing and him to call me when nearing Siwosaki piping, P.C. Beaton and Adam Hogg dividing light. I then left the bridge and went gone S. 20 E. the honours. (Full Highland Costume). Prize presented and about ten o'clock I heard the steward speak. the card by the shade that I took E. for W.

"Yes, hard and fast." I gave certain orders don't remember any conversation we had. passing. I then said to Mr. Davidson, "This ber something of that kind.

made just as good a fight for third place, the on jettisoning forward only from Nos. 1 and 2 The deviation on S.E. by S. is 5.15. holds. We laid out the stream and the bower daylight, and found she was only drawing 11 feet | know how it came to be made.

The Police first pulled against a team of Ma- port after gangway, and 4 fethoms over the to doing so. rines, and won easily, walking them over in 11 stern. The ship was quite tight and making no the engines, but the vessel did not move. On cargo aft. At 0.40 p.m. on the 28th we again tried to move the ship. At 0.45 one hawser carried away. At 4 o'clock the cargo was finished in No. 2 and 3 holds. I examined the bottom in No. 2 hold and found one plate dented and two with their frames cracked, but there was

no leak. At 5.10 that afternoon the Omi-mary was signalled. She came to us and Captain Burn. Lloyds' surveyor, came on board. Captain Burn surveyed the ship's bottom. Captain Swain, of the Omi-maru, also came on board, and I asked him to remain notil moon next day. I had no ! did not like to risk it. Captain Swain consented to remain. That night at 11.45 we again cargo, kentledge, and coal from the bunkers, reef. At 1.45 anchored in 19 fathoms of water. taking it in again we left at 7.10 p.m. on the

ing Kobe light was S. 25 W. by the standard, S. 18 W. true. Mr. Davidson set that course. I did not see the ship steadied on it: one of the officers steadied her. I was on the bridge at the 100 YARDS RACE.—Open to Inspectors, Full time. The standard compass is aft on the coin-Sergeants, and Office Staff. Two prizes: 1st panion house, and she was steaded from there presented by H. E. the Officer Administering by means of a whistle. This course was contiqued for 14 miles, and then we went as requisite for 11 miles, passing between the mainland mer, Thomson, and Mackie, Bergt. Simpson, and and the small islands. After that we steered S. 11 W. by the standard, 4 degrees W. error. This course was laid at 6.50. I went below about he won fairly easily by about three yards. Time, five minutes before the course was set, and I give it from the log. We continued on that course to I did not lay it off on the chart to see whether it are not steering eastward of south." and he said | we want it for ourselves.

being roused by some one saying the ship was bridge about nine o'clock leaving instructions to This was an extra event got up on the ground. ashore, the engines were stopped. I did not call him when Itsiye light was abeam. The The Army officers at once sat down to their know at that time how long they had been stop pilot gave me the course to steer S. 47 E. work, and had the Navy team over in a short ped, nor who had ordered them to be stopped. I went out to the standard compass and steadied time, pulling hand over hand. They then I forget to mention that shortly after the ship on this course. I came and reported to changed ends, and the Navy men adopted the had grounded I gave orders for the log to be the pilot that the ship was steadied on the course. same tactics, the result being a fine long pull, writtenup. At 9.05 Himonosaki was abeam S. 8 The pilot left the bridge for about one minute. but the Army men were at length again vio- E., distant two miles. The course was S. 11 E., During this time I kept a look out on the bridge.

By Lieut, Keigwin-I know nothing of the room with the intention of laying down the pencil marks on the chart. I was not consulted course. The pilot came into the wheel house about the course. The pilot did not come on board and laid down on the bed in the wheel until we got to Nagasaki. It was high water house. I asked him if he was quite sure about eleven o'clock that night. My cabin is att of his course, and he said he was quite sure of under the standard compass. I do not know of his course as long as our compasses were correct, any regulations of the Company as to the limits and that course would take us two miles clear of the pilot's authority, but the Company tells. us of Itsiye As we were passing through a good distinctly we are responsible for the safe naviga- many junks I was anxious about the lookout. tion of the ship.

charge till we get to Yokohama. Mr. W. S. Davidson said-I am a pilot licens. 47 E. was being steered also by the bridge comed by the Japanese Government. I have an pass. I had to port the helm twice to clear composed as follows: - Commander R. M. Rum- abeam, distant about 3 miles. I then gave the afterwards I felt the ship take the ground. soy, R.N. Acting Herbour Master, President; officer the course S. 37 E. The third officer was asked Mr. Davidson what he would do now,

Quincey got past the men ahead of him in the fine. At 8.30 I heard the gong go several times | was hard and fast, I inquired of the officer how he she had passed five miles from Himonosaki. The Esq.; 2nd by J. P. Lidstone, Esq.; and 3rd early part of the race and he won with ease by and a moment afterwards the steam whistle. I had been steering. He replied S. 47 E. The captain asked me after she had struck how she two yards, Mackie second and Bromner just got went on the bridge and found Mr. Davidson captain then came up and inquired how we had was steering. I said S. 47 E., and he said it officer. I said, "You went rather close to one of did so. Then the chief officer came up, and he I did not think there was any danger even when the fishing boats?" He said "Yes, but we did not also inquired how I had been steering. I simply re. I called him. I had not received the order from touch her." By this time the pilot came down pested what the third officer told me, S. 47 E. The the captain on this night to verify the course, from the wheelhouse. I said, "When Siwosaki chief officer then held some conversation with but we used usually to do so. light is abeam you may go below; and shape the captain, and then went into the wheelhouse. The dancers were P.C. T. McDonald Beaton the course, too, so that I can enter it in my log Some time then elapsed, and on his return he sation with the pilot about a S.E. by S. course, and Burr. The decision was in favour of P.C. book; and show it the officer of the watch." The said the ship had made a S. 55 E. course true. I The pilot did not lay a course off on the chart third officer was the officer of the watch. The may mention the shade of the lamp threw a and call my attention to it. I generally write

is a pretty piece of work. You have put me in You said-"I don't see that; I am alone to was an entry made in the log of S. 39 E. a very awkward position." He replied, "I don't blame?"-I beg your pardon; I never said that, -By Captain Orr-The log book I refer to is the see that at all. I am entirely to blame," or I drew your attention to these lines on the chart, deck log not the log produced. This log would The first tug was between a Water Police and Davis, R.A. (20 yds.), Stacey (58th), Souchat words to that effect. The wind was then But you do admit the other remarks?—Oh, be a correct copy of mine. I am positive it was Fire Brigade team, the former winning essily, Singh (85 yds.), Butler, Haynes, Nutt, Smith, blowing strong and it was a dark cloudy yes; I remember your saying it was very serious S. 47 E., not 37 that I entered. I did not call night. The pilet said, "I have made a for you, and I said you had nothing to do with the captain because the pilet was in charge and

JAND SPOON RACE, 100 YARDS.—For Police two was looked for. At the end of three laps was very dark. Coming out of my cabin I could light was so bad - Yes, I have said that already, got blacker and blacker and then I thought it I think that was all the conversation that advisable to call the pliot, but even then I did tomed to the darkness it was still a dark night. passed between us?-Yes. I don't think I not think there was any danger. Entries.—Inspectors Quincey and Cradock, Indian led alternately till reaching the straight Later—when the moon came up a bit—we found pointed it out, but I said had the lines not been By Captain Clements—After the accident led to the lines and the lines are been been by Captain Clements—After the accident led to the lines and the lines are been been by Captain Clements—After the accident led to the lines are led to the lines P. C. McGarry, Hannah, Niven, Dickinson, Mo- where there was a magnificent struggle all the we were surrounded with reefs. After the ship drawn on the chart and the log book entered she did not hear Mr. Davidson assign any cause vociferous applause by a yard. Time, 5.min. I expected to get off that night. When we By the President-I wanted to steer S.E. by time I heard S. 37 E. mentioned was before the Most of the men lost their eggs but Niven got Sees. Davis and Haynes, about ten yards behind, found so much water aft, four fathome, we went S. magnetic, and the course I gave was S. 37 E. Consul at Yokohama.

The President-But your course would not giving the course to me-I will not say with anchor astern. There were two lines made fast make S.E. by S. by that deviation table suppost other officers—was precisely as you gave it that to the bower and one to the stream. Unfortuning you had allowed the deviation the right way. night. I saw you go and look at the deviation ately one of the bower lines afterwards carried How did you come to make that error? The practical and you gave me the course by the stanaway. I looked over the bow next morning, at tical difference is nothing; we only want to dard. On one or two occasions you gave me

side. Fifteen feet to be pulled over. No sit- drawing 19 feet 5 inches. When we sounded laying the course on the chart. I simply said I because you were keeping a look out on the ting down nor spikes allowed. Prize, from round the ship we found 21 fathoms forward, 5 wanted to steer S. E. by S. The P. & O. always bridge. After we passed Himonosaki we had fathoms aft of mizen must, 2; fathoms off the use true courses. I have not been accustomed not got clear of the native craft; twice I ported

down being allowed. At the call of heave the tried to get the ship off by moving the engines third officer that you wished to make S.E. by before I was anxious about the lookout. On a checked. They were splendidly drilled and well and so we kept on jettisoning cargo. At 11.45 Then afterwards, when you came in, you took in charge for an hour. I do not remember your ocached, and at each heave every man pulled at a.m. that same day the chief engineer reported a that chart and found it was S.E. 39?-Yes; but saying to me some time after the ship struck

Did you ask him, or are you speaking from At eight c'clock she was steering S. 15 W. The former knowledge ?- I know it by his saying it first large alteration in that course was just af-

pass?—Not. I did not. look at it between the time of the course being died at S. 47 E. by the steering compass. I saw set and the ship striking?-Not to my knowledge, the pilot and third officer in the wheel-house to-

and it was S. 39 -- Yes. Is it the custom also to put the true course I did not hear all that they said, but I heard the in the law?-Yes; there is a column for true pilot say "If the compasses are right I am safe doubt the ship would come off herself, but I course and one for compass course, and it was on my course." They might have been in the in the true course column I saw the S9. Well, allowing you made a mistake in the time. After I left the wheel I went on the look. ASIATIC CONQUEROR'S TUG-OF-WAR -A sttempted to get her off, the Omi-maru as deviation the wrong way, that would give you out. It was a very dark night. I saw no land

> The inset is very little in the north-east mon out my seeing him. soon, but I have experienced it just before a Mr. G. K. Wright said-I am chief officer of

Witness-About N.W., on the port quarter. two dog watches, and was relieved by the Captain Clements-The wind was on the star. third officer at eight o'clock. She was then Witness-No; it was not on the starboard true. The first thing I knew about the strand-

seen that course laid down it is possible I should He told me be had passed two miles off Himonohave looked into the compass. formed him of some omission he had made in his ruler and laid down that course and said "You evidence as to the general instructions he gave have been steering for exactly the place where to the officers.

5 minutes past nine, when Himonosaki was two the pilot was going to give them a magnetic that he had allowed for the deviation the wrong miles abeam. After the pilot had given a course course and they were to lay off a true course? | way as the lamp threw a bad light on it. I then was a safe course or not. I did speak to the chief why we put the deviation in the column (pointing deviation the wrong way to have given the course officer about the course. I said to him "We out column); we don't want it for the pilot; you did."

other conversation with the pilot about the of the Venetia, and I hold a second mate's certi. 47 E. that would make the true course S. 89 E. courses than what I have spoken of. I left ficate. I was officer of the first watch on the night By Lieut Keigwin-There was no difficulty the navigation of the ship in the hands of the of the 26th March. I took over charge of the in seeing the deviation card. There is a kerosine pilot, giving orders to the officers to carry out deck from the first officer at eight o'clock and he lamp which throws a slight shade on it when the the pilot's instructions. I don't think the Com- gave me the course S. 11 W. by the standard lamp is turned down, but by turning it up you pany has any special rules about pilots; and S. 7 W. true. The ship was groing twelve can read small print in any part of the room. We have distinct orders that we are to take knots by log. The pilot was on the bridge. At Mr. Davidson-I would like to point out the a pilot, and there are two men who are pilots for that time there was a good deal of shipping about. shade of the lamp is copper, not glass.

The Company, Mr. Davidson is one of them. The course I have given was steered until five. The Court was then cleared for a short time.

When he came up again I went into the chart The night was much darker and the wind By Captain Orr-The pilot is supposed to have was N.N.W. I went on the bridge to call the attention of the look out. That course S.

English master's certificate, and also a Japanese. junks. About 10.38 it was so intensely black I am one of the special pilots engaged for the shead that Ithought it necessary to call the pilot conduct of the P. & O. steamers. I went on Immediately after I had called him and stepped board the Venetia at Nagasaki for the voyage out on the bridge again the clouds lifted a little A Marine Court of Inquiry was held at the from Nagasaki to Yokohama. We left Kobe on and there was a strong appearance of land ahead. Harbour Master's Office yesterday to in- the 26th, between four and five. We passed I shouted out to the man at the wheel to port the quire into the circumstances attending the through the Eastern Straits of Asumi. After belm, By this time Mr. Davidson was out. He stranding of the P. & O. steamer Venetia on clearing the reef I told the officer on the bridge gave the order hard aport and stop the ship, Isaki reef on the 26th March. The Court was to steer S. by W. At 9.05 p.m. Himonosaki was which was done at once. Almost immediately Lieutenant G. S. Keigwin, R.N.; Captain T. on watch then. After the ship was steady on he would go astern. He said "No, go and tell E. Davis, steamer Taisang, and Captain S. M. her course I called the officer into the wheelhouse the carpenter to sound the wells." I gave the and laid parallel rules on the chart. I told him order to the carpenter to sound the wells, Mr. Stokes appeared for Captain Clements. I wished to make S.E. by S: At the same time and by the time I got back Captain Clements. Captain Clements said-I was captain of the I pointed out that this course would take us was on the bridge. The position of the ship at

By the President-I did not have any converthe log up at twelve o'clock when the watch is By Captain Clements—I wanted to steer S.E. finished, making notes in the meantime of what occurs. I did not write the log look up on this Captain Clements-Well, you ought to have occasion until some time afterwards, as I went down to break cargo. I am quite sure there was Witness-Yes, but I did not know that till not a mark made in the log during my watch up near as I can remember. I dropped off to sleep, after: The E and W. looked so much alike on to the time the ship struck. We note in the log the course by standard, the true course, and the ing to some one and saying the ship was ashore. Do you remember the conversation we had course by the steering compass. When I came I immediately went on the bridge and asked Mr. when I came on the bridge after I had given the to write up the log I entered the course S. 47 by Davidson whether the ship was ashore. He said orders about the boots, signals, etc.?—No, I the standard S. 47 by the steering compass, and S. 55 E. true. I arrived at the true course by conabout having the boats cleared away, to sound Do you remember my saying you had put me salting the deviation card where I came to write

card before that. At no time during my watch the land on my port side appeared all clear, "the light was so bad." That is all Do you remember pointing to the deviation and I thought the course was taking us two

> for the accident. I left the bridge. The first By Mr. Davidson-Your usual custom in

Witness-Well, I did not trouble myself about On every occasion but this I verified the courses, to clear junks and we passed a great many. 1 When that course of S. 37 E. was given where did not enter the course in the log look up to water. I was obliged to jett'son all the cargo in was the ship steadied from, and who steaded the time of the ship's striking; there was not a The Artillery crack team next faced a team of Nos. 1, 2, and 3 holds. At high water I her?—The officer gave the order to the quarter mark in the log, even in pencil, up to the time the 58th Regiment, and had them over in 15, hove on the lines and went astern with master and he steaded her by the after com. the Captain sent for me. The Captain gave pass. The officer went off to steady her by me the order to call him when the islands were The final tug then lay between the police and the 27th we were discharging cargo from the the whistle I think. I don't know who looked abeam. He did not say anything about verify. the Artillery. The latter had beaten the police | three holds. At I p.m. on that day the steamer after the bridge compass. I did not, certainly, ing the course. The reason I did not verify the in a pull with any position, sitting down and Moray came alongside and took the passengers I saw that the line marked by the officer was course that night when it was my usual custom to do so. was because you came into the wheel When you were using your parallel rulers on house while I was at the chart table, and knowpull in an erect and dignified position, no sitting lightened. At 11 o'clock that night we again the first occasion you called the attention of the ling what narrow shaves we had had with junks previous occasion you had gone away and left me something about applying the deviation,

from eight to ten o'clock on the night she struck. ter nine o'clock. The pilot told the third officer Did you at any time took at the standard come to steady her on a S. 17 E. course. The third officer went aft to the standard compass and And to your knowledge did anybody go and gave me my orders by whiatle, and she was stea-You happened to see the course on the chart, gether while I was at the wheel, but could not say how often. The chart table was behind ma. house together two or three minutes at that Forced entry for the winning teams of No. 7 sisting. A line was taken to the Omi-maru. 37 and you set 39, and then there are four more until two minutes before the ship struck. As and 14. Prize presented by His Honour The ship not moving we went on jettisening degrees for variation?—As I have before said, soon as I saw it I ran up and reported it. It I have not been accustomed to steering by true was right ahead.

By Mr. Davidson-I do not remember whether By Captain Orr-I did not allow for any cur. the third officer was in the wheelhouse alone afrent, because the tide sets north and south, ter the course was set. He might come in with-

the Venetia and hold a master's certificate. On The President-How was the wind that night! the night of the 26th March I had the steering S. 11 W. by standard, and S. 7 W. ing was that the quarter-master called me. After Captain Clements-Before you sat down on seeing the boats ready for lowering I reported to the sofa did you look in the steering compass? | the Captain. I then went into the wheelhouse Witness-No, I had no occasion. Had I not and asked the pilot what course he was steering. saki and that he was steering S. 47 E. by Mr. Stokes said Captain Clements had in standard from there. I then took the parallel you are now." I then asked him what course he Captain Clements-I gave orders to the off. wanted to steer. He said S. E. & E. magnetic. cers to lay the true course down on the chart I said "Youwere doing so." He then said he after the pilot set the course to see that it was meant S. E. S. I then said "You don't seem to be very clear what course you were steering. The President-Did they also understand that He then pointed to the deviation card and said Captain Clements-Yes; that is the reason said "You must have allowed for variation and

By Mr. Davidson-If the variation and deviabelt and truncheon in case, lamp and regula- "No, we are steering 8. 11 W." I had no Mr. H. S. Bradshaw said—I am third officer tion were esterly, and the course given was S.

The Company hold us responsible for the safe minutes past nine with occasional alterations to and on its respening the President said the Court navigation of the ships. I had never been to clear shipping, and Himonosaki was then abeam was satisfied with the evidence they had before

them unless Captain Clements wished to call any further evidence or make any remarks. Captain Clements intimated that he did not wish to place anything further before the Court. The Court was then cleared for deliberation. And on its re-opening the following finding was, delivered :--

We find that the British steamship Venetia official No. 68,388. William Edward Lawrence Clements, Master, whose certificate of competency is 81,541 of London, left Koba on the 26th March, 1886, on a voyage to Yokohama, having on board as pilot William Sherard Davidson, engaged by the P. & O. Company for service in their vessels, and who holds a licence issued by the Japanese Government. That at about 10.45 p.m. the same day the Venetia stranded en Isaki Reef, near Cape Tenabé.

That after jettisoning a quantity of cargo the ship was got off at about 1.20 p.m. on the 29th March, and the ship not having apparently received serious damage and not, making any water, the master-proceeded on his voyage to Yokohama, where she arrived on the 30th March.

We are of opinion that the casualty was brought about by an improper course being steered after leaving Himonesaki Point, in determining which the error of the compass was wrongly applied by the pilot in, whose charge the master had left the ship.

The court after due deliberation finds that the master committed an error in that he, having regard to the attending circumstances, omitted to verify the course set by the pilot, and had he done this the casualty would have been a woided, but seeing that there was a licensed pilot in charge in whom he considered he might depend we do not consider that this amounts to a wrongful act or default, and the Count thereforedo not deal with his certificate, which is therefore returned to him.

FATAL AFFRAY ON BOARD THE AMERICAN SHIP "ST. DAVID."

Between eight and nine o'clock on Bunday evening a fatal affray cocurred on board the American ship St. David, which arrived here or the 16th instant from New York with a cargo of kerosine. It appears that the steward of the vessel, who is a coloured American named George Henry Borrow, had had some words with the second mate, Antone Lundin, a naturalized American of Norwegian extraction, and in the course of the quarrel Borrow shot Lundin dead with a revolver. The Captain and the chief officer had gone on shore early in the afternoon; and about six o'clock the second mate, who was a quiet and respectable man, found the steward kicking up a row with the cook on account of an order given by the former. This the second mate did not think was right since he was in charge of the ship at the time and all orders should have come from him. He therefore interfered, upon which the steward took offence and commenced to use threatening language towards Lundin. The steward is said to be in the habit of using such words as cut and slash towards any one on board and seemed to have everything his own way on board, so that during the whole voyage from New York there had been exchanges of harsh words between him and the other members of the crew at intervals. After the first few words on Sunday evening the matter was dropped for some time, but the steward renewed the row by directing menacing words to the officers, including the third mate also, but the latter, knowing the character of the man, paid no attention to what he said. The second mate, however, who had had a drop of liquor, retaliated in a few words, and as a result they nearly came to blows, but the cook interfered and separated them. Later on Borrow, who could not quiet himself, came out of - his cabin again and addressed Lundin in a defiant manner, and as Lundin did not keep quiet, he advanced towards him, as if to strike him, but the cook again interfered and knocked Borrow down. The latter then went into his exbin evidently to get his revolver, and upon coming again on deck he showed signs of getting into close quarters with the second mate, who was sitting coolly in a chair. The cook seeing the aspect of the affair ran aft for the third mate, who came to the scene at once and found the two men holding each other by the shoulder with one hand whilst the steward with his left hand drew from his waist a revolver with which he discharged three successive shots, one of which struck Lundin -a little below the abdomen, and another in the chest. Lundin did not strike the steward or say a word but stood still with his head dropped upon the breast, and his cabin, a distance of about ten yards, and sat on a trunk for a few moments, and then dropped on the floor of the cabin quite dead. The third mate than ordered signals of distress to be hoisted. Whilst that was being done he got Hongkong and Macao Glass Manufacturing Co., into a sampan and came on shore for the Captain, who returned on board about eleven o'clock. In response to the signals the Police from Whitfeild Station were soon on board and after ascertaining the facts a message was dispatched to Tslm Tsa Tsni Station, from whence a steam launch came alongside with several constables, who removed the body of the deceased and took Borrow in to custody. When Lundin was lying dead on deck Borrow is said to have remarked that he would do the like to unyone on board who would dare to fight him, and did not show any regret for the deed. An officer from one of the menof-war also called on board to offer any assistance that might be required. It was alleged by the steward that the deceased first struck him with the chair on which he was sitting, and then, taking hold of a belaying pin, strack him on the head with it inflicting a wound which bled and stained the pin, but we hear that there was no mark on his head when arrested. A charge of causing the death of Lundin was laid by Mr. Henry Bush, the third mate of the St. David. and the case was formally brought before Mr. Mackean yesterday at the Police Court and remanded for a week. An inquest on the body of

POLICE COURT.

19th April BEFORE MR. N. G. MITCHELL-INNES.

the decoased will be held to-day.

DEUNKENNESS. Charles Neilson, seamed on board the steamer Horsequards, was brought up charged with

being drank and incapable on the 17th instant. and was fixed fifty cents. UNLICENSED BOATS:

Nine beatmen were charged with plying their boats for hire without a licence. They admitted the charge and were fined 32 each, or, in default fourteen days' hard labour.

LARCENY FROM THE PERSON. Tai Afun, a coolie, was charged with stealing from the person of a married woman, named U Achan, one silver hair pin, value ten cents. on the 17th instant. He admitted the charge. and was sentenced to six months' hard labour. OPIUM OFFENCE.

Chung Kan, shopkesper, was fined \$10 for being in possession of five tacks of prepared opium without a permit from the Opium Farmer. DISORDERLY CONDUCT.

George Fletcher, cook, of England, was charged with behaving in a disorderly manner by creating disturbance in the Sailors' Home on the 18th

inst. He admitted the charge and was fined \$1,

MAKING PAST BOATS TO A STEAMER UNDER WEIGH.

or three days' imprisonment.

Three beatmen were summoned on a charge of making fast their boats to the steamer Peking. whilst she was under weigh.

Acting Sergeant James Horkin proved the charge, and the defendants were fined \$10 each. STRAGGLERS.

The six seamen charged with being stragglers from H.M.S. Auducious were again before the Court on remand and further evidence having been taken, one of them was fined \$5, three \$1 each, and all of them were ordered to be sent on board their ship.

COUNTERFEIR COINS. Tsai Awai, shopman, was charged by Inspector Quincey with being in possession of 36 counterfait dollars, 1 20-cent piece, 17 10-cent pieces, and 26 pieces of silver. The case was remanded. Bail was allowed the defendant on a deposit of

BRYORE MR. E. MACREAN:

CHABGE OF MURDE!

George Henry Borrow, of America, steward on the American ship St. David, was charged by Henry Bush, third officer of that ship, with causing the death of one Antone Lundin, aged 35 years, on the 18th instant, on board that vessel. while in this harbour.

No evidence was taken, and the case was remanded for a week.

COMMERCIAL INTEBLUGENCE. Monday, 19th April.

Quotations are:-This year's New Malwa \$520 per picul, allco. 11 catties Last year's New Malwa \$575 per picul, alice. of 1 catty. Patna (New)85471 to 550 per chest. Benares (New)

EXCHANGE. On LONDON .-Bank Bills, on demand... Bank Bills, at 30 days' sight......3/32 Bank Bills, at 4 months' sight3/32 Credits, at 4 months' sight3/4 Documentary Bills, at 4 months' sight3/4 Bank Bills, on demand Credits, at 4 months' sight4.21 OR NEW YORK.-Bank Bills, on demand,

ON BOMBAY.-Bank, on demand ON CALCUTTA. Bank, on demand OR SHANGHAL --Bank, at sight72}

SHARES. Quotations are :-Hongkong and Shanghai Bank Shares-194 per cent. premium, sales and buyers. Union Insurance Society of Canton, Limited- ments in Europe.

\$76 per share, sales and sellers. North China Insurance—Ths. 300 per share. Yangisze Insurance Association-Tls. 120 per outside along the northern wall the entire length having two horizontal cylinders 16 inches diame-Chinese Insurance Company, Limited-\$170 per grounds at the Inth-eastern corner, being from them. This pulley turns the great length of

China Traders' Insurance Company's Shares-

On Tai Insurance Company, Limited—Tls. 148 share, sellers. Hongkong Fire Insurance Company's Shares-.8405 per share, sellers.

China Fire Insurance Company's Shares—\$88 per share, sellers. Hongkong and Whompos Dock Company's ing the premises 'the visitor will see, Shares—83 per cont. prom., buyers, ex new

Hongkong, Canton and Masso Steamboat Co." Shares—381 per share premium, buyers.

China and Manila Steamship Company, Limited -30 per cent. discount, nominal. Donglas Steamship Company, Limited \$54 pilfering fraternity that during the last year per share, buyers. Hongkong Gas Company's Shares-\$120 per | thisving adversaries. Standing some 100 or more

Hongkong Hotel Company's Shares -\$1971 per per share, buyers. China Sugar Refluing Company (Debentures) l per cent. premium, nominal. Luzon Sugar Refining Company, Limited-373

per share. Hongkong and China Bakery Company, Limited -\$120 per share.

-\$10 per share. when Borrow let go of him he walked straight to | Selangor Tin Mining Company-\$5 per share,

Hongkoug Rope Manufacturing Company, Limited-\$60 per share, buyers. imited.-Par. nominal.

Chinese Imperial Loan of 1884 A-2 per cent. premium. Chinese Imperial Loan of 1884 B-5 per cent Chinese Imperial Loan of 1884 C-6; per cent

HONGKONG TEMPERATURE.

(From Museum, Fancourum & Co.'s Ruccerran.) Thermometer-9 A.M.... Thermometer-9 A.W. (Wet bolb) Thermometer-6 y. w. (Wet bulb)...... 5

Thermometer-Maximum

CHINA COAST METEOROLOGICAL REGISTER.

18th April, 1886, at 6 w.m.

19th April, 1886, at 10 a.K. 29.96 80.03 34.94 AS.

The Barometer is rising but gradients for N.E. winds contimes and derate. The temperature and humidity are com-paratively low and the weather fine. $\mathbf{W}.\ \mathbf{DOBERCK}.$ Hongkong Observatory, 19th April, 1886.

29.93

 ${\it METEOROLOGICAL}$ ${\it REGISTER}.$

62

÷	day.	On date at 10 s.m.	On date at 4 p.m
meter	29.86	\$0.02 68	29.94
perature	85	69	63 64
otion of wind	E.S.E.	E.N.E.	E.
ther	0,	G.	C.
449 444 494 4-3 444 144 444			_
-BANGMATHA redu	sed to 32 deg	rece Fahreni	neit and to

the level of the eas in inches, tenths and hundredths.

3. -Tructuration in the shade in degrees Fahrenheit.

5. -Hummers in percentage of saturation, the humidity of electrosture with moisture being 100.

drainesture with moisture being 100.

4.—Direction of the Wind to two points.

4.—Fonce of the Wind according to Besufort Scale.

6.—Syathou the Whather: B. blue sky; C. deteched clouds: D. driesling rain; F. fog; G. gloomy; H. hall; L. lightning; O. overcest; P. passing showers; Q. squally; R. rain; B. mow; T. thunder; V. risibility; W. dew (wes).

7.—Rain in inches, teeths and hundredths.

W. DOBERCK. Hongkong Observatory, 19th April, 1886.

NEWS FOR THE FRENCH MAIL.

LATE TELEGRAMS. Paris, 2nd April. The Committee appointed by the Chamber of

M. Genouille is appointed Governor of Senegal.

M. Le Boucher, Governor of New Caledonia. is appointed Governor of Guadeloupe.

Paris, 7th April. M. Calixte Imbert will leave soon for Indo-China on a Commercial Mission to Cambodia. The French Chamber of Deputies has begun the discussion of the measure introduced by the Government to get power to contract a public

London, 12th April. The Greek Chamber has passed a vote o confidence in the Ministry after a long and aniinated debate.

The Socialists arrested in connection with the recent riots in London have been acquitted. LONDON, 13th April. Rule scheme has been further adjourned.

Works, and Lord Kenmare, the Lord Chamberlain, have resigned. LONDON, 14th April.

without a division, a Bill for giving Home Rule width, these large rolls are worked by an to Ireland. The Earl of Cork and Orrery has resigned. Lord Cork was Master of the Horse,—Ed.

- The Earl of Shaftesbury has committed double-purchase crabs one at each end of the LONDON, 15th April. A crowded and most enthusiastic meeting of

all parties has taken place in Loudon. ton seconded, a resolution to the effect that Mr. Gladstone's Bill was an ignominious surrender, calculated to weaken the whole Empire, and that it was imperative to maintain the legislative union of England and Ireland. The resolution was carried unanimously.

LONDON, 16th April. There is a deficit in the Budget which it is from the Sinking Fund. No increase of taxation s proposed.

Cholera has broken out in Brindisi. THE IMPROVEMENTS AT THE KOWLOQN DOCKS.

The greatly increased business of the Hongconsiderable additions both to the buildings and plant of this popular institution, which under skilled direction has now been built-up to proportions rivalling many of the largest establish-

of the building; and then enter the Company's Dock, from whence the materials excavated are Canton Insurance Office, Limited-385 per carried by trucks drawn by one of John Fowler and Son's small locomotives to the western end ground is now in course of reclamation from the waters of the harbour. On entervancing to great him, the stalwart form of Adam Hogg, the Company's piper. Adam also condescends to perform the perhaps less Indo-China Steam Navigation Co.'s Shares congenial duties of head watchman and thiefcatcher-general to the establishment, and to such good effect did he ply his vocation amongst the Adam secred some 110 convictions against his feet inland from the great shear poles used for lifting heavy materials in or out of wessels China Sugar Refining Company, Limited—\$99 | coming-alongside may be noticed a huge mass of scaffolding enclosing a curiously built stumpy looking from vessel. The craft has a rocker keel by referred to. and both ends are bows alike. She is constructed entirely of iron, and is also fitted with Hongkong Ice Company's Shares-\$145 per six iron decks. This vessel is nothing loss the water out of the new dock when completed Persk Tin Mining and Smalting Company The caisson is now being built and temporarily fitted together in its present position, to be built permanently in the new dock when that Perak Sugar Cultivation Company-Tls. 18 per state for its reception. The total area of ground now occupied by the Company at Kowloon is

in depth.

Near the north-western end of the dock breadth. This may not inaptly be likened to a cathedral with a nave and two aisles; the preachbeen completed in order to afford increased accommodstion for the new and improved machinery which has lately been arriving from Europe. by 43 feet in breadth; this will be the boiler creeting and machine shop. To northward work arches is an aisle of the same length but considerably less lefty; this is some 30 feet in breadth. These two erections have iron roofs supported by iron columns. the south is another side of the same length and 32 feet broad; this is of the same height as the aisle on the north, but has an iron roof supported by iron pillars on its south side and at its two ends, being thus open to the air on threesides. At the western end and extending to the south of this long aisle or shed is another large iron roofed shed supported on iron pillars. This is the furnace shed. The long southern aisle the shop by a wall on its northern side, but comis the machine shop proper, while the northern aisle is the boiler makers blacksmith's shop. This last has along its northern wall under the roof a capacious iron fluo extending the entire length of the building. This flue communicates with a large shaft or stack outside the building. Under this fine along the wall of the shop are the blacksmiths' forges, 30 in number, each having a hood and chimney communicating with the main flue, so that instead of the thick and vitiated atmosphere so generally found in blacksmiths' shops, this building the building. The tall centre shop has in it the upon which are four drills working simultaneouslength (260 feet) of the shop. The work turned by a powerful engine and shafting and Lelting, out by the rivetting machine referred to is of a the usual manner.

In the machine shop is a large sized new

style of rivetting.

outting, and beam bending machine. All the back by a vast network of great balks of these last powerful machines are worked by independent envisor attached to each machine, the steam for which is supplied by a large sized steam pipe extending under chamber being condensed there; a vacuum is thus ground the entire length of the shop. This

Deputies to examine the Government's proposal pipe is carefully covered with non-conductfor the issue of a loan of 1,464,000,000 france, ling, and moisture-resisting composition and recommends that the figure be reduced to protected above by an iron plate extending pressure, however, is required; the steam must be along the floor of the shop. These numerous sharp, not less than about 60 lbs: to the square engines all exhaust into a large iron pipe also buried beneath the floor of the shop, the dam is a Blake's stone crusher; also a concrete steam being either there condensed or leading mixing machine and elevator; and near this is into a large iron underground tank and being an iron pan and pair of edge runners. On the condensed there. In addition to the powerful machines already enumerated there is a big now troble-geared self-acting break lathe with thirty odd feet bed and capable of almost in- in their proper position. These blocks are all most definite extension. This monster lathe will také in work 100 inches in diameter or 50 inch centres; it has already done work 96 inches diameter. There is also a large slotting machine; a large sized radial drill, capable of taking in work of almost any dimensions; large keel boring machine, capable of boring The debate on Mr. Gladstone's Irish Home any thickness; a large sized plate planing machine with oramping girder fixed to over Lord Morley, the First Commissioner of hanging standards, the ends of the table being left free, thus admitting plates of any or breadth on the table; The House of Commons has read a first time, capable of admitting plates 16 feet

independent engine; a large keel plate bend ing machine capable of admitting 18-foot plates, worked by hand-power obtained by two machine: another big machine having three radial drills upon one best plate, all working either independently or simultaneously; a large Lord Salisbury proposed, and Lord Harting. new horizontal and vertical planing machine another large horizontal boring machine; a large longitudinal and transverse planing machine, besides drills, lathes, shaping and fitting machines, and all sorts of smaller machines, some hundreds in number.

In order to bring the various pieces of work into position amongst all this complicated mass proposed to meet by the appropriation of £800,000 of machinery there are four powerful travelling eranes working upon stout iron girders and framing, which extends upon either side the entire length of the building.

Adjoining this open machine shop just de

scribed is a spacious iron roofed furnace shed in which is situated the plate heating furnace used for heating the plates previously to bending them. It is impossible to turn out good work kong and Whampoa Dock Company, Limited, has without this necessary adjunct to every complete of late necessitated, as is already well known, very boiler-making establishment, plates roughly bent by bashing and beating them with sledge hammers as the Chinese do will never make say boilers, the fibrous internal structure of the iron being weakened although externally the boiler may not show any serious actual cracks. In addition to this there is also an improved angleiron heating furnace of latest modern construc-On approaching the Docks the first thing that tion. Adjoining the furnace shed and machine will be noticed is a line of railway on the western shop is the engine house and boiler shed. The oud of the premises; the rails are continued on the lengines are a beautifully fluished piece of work, ter by 30 inches stroke, the large fly wheel and seven feet driving pulley being situated between thence continued on to the great new No. 3 shafting (260 feet), which extends along the wall of the machine shop its entire length. In the engine-house is also a Roots blower, worked either by its own independent engine or by pulley from the main engine at pleasure. This blower supplies of the premises, where a piece of Government blast for all the 30 forges and furnaces in the side blacksmith's shop off the main boiler erecting shou. Near the furnace shed is the large shaft or stack which creates a draught for the

Outside the northern wall of the new block-10 feet diameter, the water in which has been good and plentiful all throughout the past very trying dry season. Communicating with this well is a powerful pump which forces the water into two large circular iron tanks, which being situated at a considerable elevation give a good head of water for supplying the various boilers and hydraulic machinery about the works.

To the south of the new machine shop is the shipbuilding yard and putent slip. Here is si tuated an immense jib crane moving through a circle of a hundred feet in diameter. Here also are numerous ships and vossels in course of construction, as also the great iron caisson previous-

Immediately to the eastward is situated the

of iron in all forms-plate, bar, rod, angle-iron, than the great caisson or gate which will keep the massive flat bars used for the keels of iron vessels, armour-plate, and other forms too numerous to specify; also copper and brass in all forms, large quantities of lead, zinc, tin, paints Punjom and Sunghie Dua Samantan Mining afterwards taken down piece by piece and re- and ships hardware in all conceivable shapes and forms. Here also are tools both for iron and large excavation is in sufficiently advanced a wood working in all their endless variety. Eastward of this is the No. 1 Dook, and in rear, that is to the north of this dock and the offices and stores, is situated another fitting and machine some 108,333 square yards, being in length along shop fitted throughout its length with a travellthe water frontage 1,500 foot by some 650 feet ing crane and furnished with all necessary shafting pulleys, &c., &c., to work the numerous pieces of machinery which the shop-contains. Immediately to eastward of this, and north of premises is a lefty new building some 250 the No. I Dock, is the great forging and heavy feet in length by over a hundred feet in total blacksmiths workshop. Here is a forging furnace, a species of reverboratory somewhat similar to a puddling formace. In this furnace all the wrought scrap iron about the place, instead ing done here will, however, be of an eminently of being sold for next to nothing, as was formerly practical and convincing nature, for this is the new | the case, is heated up by the flame passing over belier erecting and machine shop which has just | the bed of the furnace in which it is placed, and Time. 2min, 144s. is then made into solid forgings by being placed under a large new steam hummer. The fuel in this furnace is separated by a low fire brick bridge from the bed of the furnace upon which The lofty centre building is 260 feet in length the metal is placed, and the waste heat and flames, after passing under a large steam boiler outside the shop, are conducted into a tall chimney stack having upon its top an iron of this and communicating with it by brick- damper which can be opened or closed by an iron wire rope leading down from the top ing shop there are two steam hammers, powerful cranes, and numerous smaller forges for To blacksmiths use. In order to give an idea of the magnitude of the work which can now be taken in hand, it may be mentioned that the sternpost of the steamer Camelot, just turned out of dock. was a solid forging of over six tons in weight,

while the rudder now just completed weight two tons fifteen hundredweight. Next to the forging shop is the moulding shop. which is provided with two powerful jib cranes and a completely fitted moulding shop. Divided from municating by apertures for the molten metal to ron through; are the three melting furnaces or cupolas and a blowing machine providing blast for the furnaces. At the western end of this large moulding shop is a platform some ten feet high supported by iron pillars; upon this are three brass and copper melting fur-

naces, and arrangements for casting brass in all Still proceeding to the eastward we now come. on the northern or inland portion of the premises. to the long rows of buildings' and houses built to accommodate the numerous staff of employes of the Company. Here also is a commodious Library and Billiard Room for recreation in Time, Smin. Isec. the spacious windows all along the upper part of | are the great stores of seasoned teak, pine, crooks, knoss, logs and spars and all forms of timber used in shipbuilding. Here also is the wood magnificent boiler erecting machinery only just working machinery. This consists of a large arrived from England. This consists of a boiler- frame-saw capable of sawing up logs of any size and turning and cutting out machine, also a boiler or length and eawing them also into 15 planks shell drilling machine, which has a circular bed at a time. Communicating with this saw is a powerful overhead travelling crane which ly. The plates are here temporarily fastened towater and either passes them direct into the saw

each with a few course to the plates are here temporarily fastened towater and either passes them direct into the saw

each with \$50 added; for subscription griffine defrayed out of the existing credits. gether with a few service bolts and the boiler is machine or on to the wood stores at pleasure. then swung into position upon the hydraulic ri. There are also several large and small circular vetting machine. These great masses of metal saws, a band saw, two planing machines, a feaare moved with the greatest ease by a powerful and several moulding machines. All this wood steam travelling crane, which travels supported working machinery is of the latest and most upon strongly constructed iron girders the entire approved modern construction, and is actuated

Still going eastward we arrive at the New excellent description, being incomparably stron- Dock called the No. 3, in course of construcger as well as superior in appearance to the old tion. Here on its northern end is the terminus of the line of railway previously referred to, while to the south on the water side, is the coffer dam designed to keep Cameron's patent punching and shearing ma- the water out of the great excavation now in chine, also a horizontal punching, angle-iron progress. This coffer dam is strengthened at Decoy, and St. Nicolas, Time, 64 4-5ths secs,

timber, and apon it is situated a boiler shed and Soiler supplying steam to two pulsemeter pumps situated near the bottom of the dock. This form of pump works by the steam admitted into one formed which the water rushes in to fill, steam being again admitted forces this water up the delivery pipe of the pump. There are two chambers, so the action goes on continuously. A considerable inch, mild steam not working this kind of pump in a satisfactory manner. Adjoining the coffer coffer dam is also a jib crune; and down at the bottom of the dock is also another larger and more powerful crane used for placing the heavy blocks of stone forming the floor of the dock carefully finished and bedded in Portland coment, beneath which is concrete made of crushed granite of small size, sand, and Portland coment. Along the bottom of the excevation are lines of tramway, while above is a crane which lowers the blocks of stone down on to the trainway truck placed to receive it. Immediately in reas of the lock to the northward is a quarry in which blocks of still unweathered granite are found embedded in disintegrated granite quite soft and which may be dug away with a pickare. This large new dock will probably be completed and ready to receive vessels in about 18

months from date. The dimensions of the dooks at Kowloon are as follow:--PATENT SLIP DOCK.-Length, 250 feet breadth, 60 feet; depth of water, 11 feet. No. 1 Dock-Length, 340 feet; width at entrance, 70 feet; depth at sill, 18 feet. No. 2 Door. Longth, 245 feet; width at entrance, 49 feet 3 inches; dopth on sill, 13 feet.

No. 3 Dock (when completed).-Length, 500 feet; width at bottom, 86 feet; width at gates, 70 feet; depth over sill. 29 feet; height of blocks, 3 feet. Will be pumped dry in three bours. A few words as to works now in hand will not be out of place here. The steamer Camelot has just left dock, having had new stern post and rudder, a large number of plates renewed, and three engths of keel bars taken out and one replaced by a new bar. The steamer Madras, now in the No. 1 Book, has had a large number of plates taken out and renewed. The small steamer Dicky, having just left the No. 2 Dock, her place has been taken by the Austrian gunbest Nautilus. The steamer Hailoong is now lying under the shears, and the unfortunate Camorta, with a big hole in her bows and half her stem knocked away, is still lying at one of the buoys off the docks, nothing definite being known about her re repairs. In the ship yard in course of construction are two twin screw iron guavessels of 100 feet in length, the diagonal twin engines for which are now in the fitting shops. Two other steel vessels of the same dimensions are also on the stocks. These latter will be fitted with compound direct acting surface condensing vertical engines. In addition to these vessels and the great caisson previously referred to, the keel of a large steel twin sorew cruiser, 175 feet

long, has just been laid down. For the information of outside readers we may add that the Hongkong and Whampoa Dock Company, in addition to their vast establishment at Kowloon, have fine docks at Tai Kok Sui and at Aberdeen. The Cosmopolitan Dook at the former place is of the following dimensions:— Length over all, 465 feet; breadth at entrance, 85 feat; depth, 26 feet. There are also extensive workshops at Tai Kok Sui. The Aberdeen docks have the subjoined dimensions:—Hope Dock-Length over all, 433 feet; breadth at entrance, 84 feet; depth, 24 feet. Lamont Dock -Langth over all, 340 feet; breadth, 64 feet; depth, 16 feet. The resources of the Company and its ability to execute any work will therefore be plainly apparent.

FOOCHOW SPRING MEETING.

FIRST DAY, 12th April. smith's shop referred to is a well 35 feet deep by The Consular Cup; (presented); value \$--, for all China ponies; weights as per scale; entrance S5. Half-a-mile.

Morry Monk Almansor Field.-Merry Monk, Almansor, Decoy and Hoot. Won by a short head. Time, 61 sees. The CHAMPAGNE CUP: (presented); value \$180; second pany \$50; for subscription griffica only; weights as par scale; forced entrance \$5.

Three-quarters of a mile. Blue Ruin Field.—Southdown, Atlas, Blue Ruin and Da-No. 2 Dock, and adjoining this are the offices coit. Time, 1min. 39secs.

and stores. Here may be observed a great mass The CHINA CUP; (presented); vilus \$ -, for all China Ponies: weights as per scale; entrance \$5. One mile and three-quarters. Home Ruler,

Field.—Homo Ruler and Rappahannock. Time. 3min. 57secs. The Subscription Stakes; formal sweepstakes of 85 each with \$30 added; for subscription griffing only; weights as per scale. One mile Blue Ruin, Tornado, Field .- Blue Ruin, Tornade and Fritz. Time,

The Spring Stakes; of \$10 each with \$50 added; for all China ponies; weights as per scale. One mile. Bon Ami. Warrior. Field.—Bon Ami, Warrior, Cornhill, and Toot

The Stand Stakes; forced entrance of \$5 each with \$30 added; for subscription griffins only; weights as per scale; winners 71bs. extra. One mile. Black Sash Snowfiske Daooit ... Field.—Snowflake, Dacoit and Black Sash Time, 2min. 19s. to the bottom of the chimney. In this forg. The LOTTERY CUP; value \$150; for all China ponies; weights as per scale; winner 7 lbs. extra; entrance \$10. One mile and a half.

Home Ruler..... Wild Wood Field .- Wild Wood, Tennessee, Home Ruler Daisy, and Outlaw. Time, 3min. 244s.

SECOND DAY, 13th April. all the necessary paraphernalia and appliances of The DUNKELD CUP; value \$125; for all China ponies; weights as per scale; winners 71bs. extra. Three-quarters of a mile. Wild Wood St. Nicolas Field.-Wild Wood, St. Nicolas, and Hoot.

Time, 1min, 42secs.

extra. Two miles.

The CLUB CUP; Second pony \$50; for subsand a quarter. Blue Ruin Black Sash..... The Babe Field.—The Babe, Black Sash, and Blue Ruin. will be free from smoke and also well lighted by hours of leisure. To the south of the buildings The Amox Cup; value \$100; for all China ponies; weights as per scale; winners 71bs.

> Rappahaunook Outlaw Tennessee Field.—Tennessee, Outlaw, and Rappahan. nock. Time, 4min. 504sacs. only; weights as per scale; winners 71bs. extra. Seven furlongs. Snowflake1

Black Cap Field.—Snowflake, Dacoit, Black Cap, Picador, and Junk. Time, 2min. 6sec. The Kushan Stakes: of \$10 with \$50 added for all China ponies; weights as per scale; winner of the Consular Cup 10lbs, of any other race 7lbs, extra. Half a mile. Warrior

Almansor

Merry Monk

The RACING STARES, forced entrance of 85 Kwangtung. On the 14th inst. the Legisla each with \$50 added; for subscription griffing Council met, when it was announced that only; weights as per scale; winners 71hs. extra. One mile and a quanter, Blue Rain

Tornado Field.-Fritz, Blue Ruin, and Tornado. Time. 3min. 42sec.

The NANTAI STAKES, of \$10 each; a forced ontry for all old ponies entered at this meeting, optional for subscription griffins; first pony to receive 70 per cent, second 20 per cent. third 10 per cent., of the Stakes; weights as per scale. One mile and a quarter.

Home Ruler and Moon, dead heat ... 1* .Bon Ami Field.—Cornhill. Home Ruler, Moon, Bon Ami, and Toot. Time, 2min. 55sec., * The dead-heat was run off, when Home Ruler came in first. Time, 3min. 30secs.

THIRD DAY, 14th April. The WILD WOOD COP; (presented); value griffins only; weights as per scale; forced entrance \$5. One mile and a quarter, Mr. Trio's Snowflake, 10st, 9lbs.....

The Russian Cup; (presented); value \$--, for all pChina ponies; weights as por scale winners 10lbs. extra; entrance \$5. Once round. Major Bagstock's Almansor, 10st. 6lbs..... The FLYAWAY STAKES; of \$5 each with \$50 added; for all China ponies; weights as per of a mile

Major Bagstock's Wild Wood ... The CONSOLATION CUP; value \$100; second pony \$30; for all bond fide non-winners at this meeting: weights as per scale; entrance \$5. One mile Mr. Cocoanib's Moon, 10st, 12th,

The CHAMPION STAKES: of \$10 each with \$100 added; a forced entry for all winners arcent the winner of Consolation Cup; winners of two races \$15 extra, of more than two \$40 extra: weights as per scale. One mile and a quarter. Mr. D. E. Sassoon's Rappahannock, 10st ... The Cosmopolitan Cup; (presented); value

\$-, for all China ponies; weights 12 stone; to be ridden by Residents of the Pohkien province, and Officers of the Army and Navy; entrance \$5. Three-quarters of a mile. Major Bagatock's Bou Ami, 12st...... The Nil Desperandum Stakes: of \$10 each. not forced; for bond fide non-winning subscription griffins; first pony 60 per cent.

second 30 percent, third 10 per cent, of the Stakes; weights as per scale. Once round. Mr. Trio's The Babe, 11st. 7lbs.....

THE ADMINISTRATION OF THE PROTECTORATE OF ANNAM AND TONQUIN.

The decree of the President of the French Republic on the organisation of the Annam and Villa at Pokfulum was put up to auction is accompanied by a report by M. Freycinet, Sharp for \$6,100. which is as follows:--

REPORT ADDRESSED BY THE PRESIDENT OF THE COUNCIL TO THE PRESIDENT OF TRE REPUBLIC ON THE ORGANISATION OF THE PROTECTORATE OF ANNAM AND TONGUIN. The pacification of Annam and Tonggin is now sufficiently advanced to warrant the placing of the country under the civil authority and the expensation of the protectorate on a definite basis. The accompanying decree is intended to secure both these ends. It is inspired by those ideas of simplicity and economy which have been recommended by Parliament, and without which the country will not view with favour the exten-

sion of our colonial domain. The principle of the future organisation may be stated in a few words. The Protectorate of Annam and Tongnin is to be a distinct and independent service, having its own laws and its own budget and will have no other relation with the Metropolitan Government than such as may result from the appointment by the latter of the Resident-General and a few high functionaries and the granting of the subvention which will be necessary for some vears to come to balance the receipts and expenditure. The administration, therefore, will entirely located in Annam and Tonquin, and the control only will be reserved to the Metropolis. The responsibility of the Resident-General will be considerable, and on his ability will depend

in great measure the success of this laborious enterprise. The administrative system provided for the Protectorate is of the least complicated character. It conforms, moreover, to the treaties which have been concluded with the Court

It is intended to utilise the organisation, relatively perfect, which exists in the Annamite kingdom, and to employ it in the sense of our ideas and the progress which we wish to see realised in these countries. The Resident-Goneral, therefore, should use all his efforts to impart a decisive impulsion at the head quarters of the Government, at Hué, and then ascertain by the aid of his various agents on the spot, the effect of this impulsion in the provinces. does not appear doubtful that by this means the administrative machinery of the Protectorate may be reduced to small proportions and will require only a small number of European func-

I would add that according to my views, the only service on which the Resident-General i ought at first to exercise a direct action—because as yet they exist only in a rudimentary stateare the customs and public works. These are the nacessary instruments of our commercial development, and we cannot wait for their being elaborated from Annamite initiative. services require a unity of direction and a harmony of views which can only come from the

Hereafter, in proportion as our authority becomes established and the influence of our civilisation penetrates more completely the country placed under our tutelage, we will have to extend our action to a certain number of branches. such as the administration of justice, education, taxation, etc.; but progress in these directions ought to be effected gradually without disturbing or clashing with the manners of the populations concerned. It must, however, be limited by the development of the resources of the country, for these advantages must be obtained without en-

tailing new sacrifices on the Metropolis. Such is, in its general lines, the conception which the present decree is intended to realise. We believe that it will accord with the views of Parliament and the sentiment of the country. It has also received your approbation, since the project of the decree herewith has been discussed in the Council of Ministers. I therefore pray you to be good enough to sign it. Accept, Monsieur President, the homage of ny respectful devotion.

C. DE FREYCINET, President of the Council

Minister of Foreign Affairs The decree vests the supreme control in the Resident General who is to be the representative of France at the Court of Hué, and is to communicate with the Minister for Foreign Afwinners 71bs. extra; forced entrance. One mile | forces and the civil service are to be charged to the budget of the Protectorate. The official residence of the Resident-General will be at Hué, but he may reside elsewhere when the necessities of the service require. He is to be assisted by two Superior Residents, one at Hué and one at his health giving way, and had to return him Hanci. A Council of the Protectorate is also to be instituted, the constitution of which will be had made too great progress and he did not determined by a separate decree. A budget is to be prepared annually, the subvention from the Metropolis to appear among the receipts. The budget is subject to the approval of the Prosident in Council. The decree is to take effect from the day that the Resident-General shall assume the duties of his post. The provisions relative to the budget are to take effect from the

HONGKONG.

The 13th inst. was a day of testimonials.

public address and testimonial to the Hon. T. by the Chief Justice Sir George Phillippo in the means were in February and July and were reclasses of the community. An address by the Hongkong Volunteers was also presented the ann shone during 1,880.1 hours out of a possible the same steamer as Mr. Jackson for England. at the Observatory on 144 days, its duration A little later in the evening a missionary address being 748 hours, and the quantity 108,925 inch. was presented to the Rev. B. Lechler, of the at Stonecutters' Island the quantity was 106,37 Basle Mission, on the occasion of his approaching inches. and at Victoria Peak 128.95 inches. Field.-Warrior, Almansor, Merry Monk. depasture for Europe, after 40 years labour in the table giving the monthly extremes of the

proposed increase of the Stamp duties would be withdrawn, it being found, on scrutiny, that no urgent necessity existed for increased taxation; and the Loan Bill and Peace Preservation Bill were read a second time. Great satisfaction is felt at the abandonment of the idea of raising the Stamp duties, The reports for 1885 of 't' Acting Superintendent of the Botanical at-Afforestation Department and the Government Astronomer have been published. The Hot. kong Cheral Society gave another concert o the night of the 14th inst. in St. Andrew's Light and the Mascotto Opera Company and Chiarini Circus have catered for the amusement of the colony during the interval. Satisfactory replies have been received from H.B.M.'s Chargé d'Affaires by the Chamber of Commerce to letters on the attempt to regulate tugboats on the Canton river by the Kwangtung authorities and the proposed opening of the port of Honcohe in Amnam by the French. News has been recaived of the death, while on the passurhome in the M. M. steamer Djemnah, of Scherzer, formerly French Consulat Canton, av-\$125; second pony \$50; for subscription some time secretary to Admiral Courbet durithe Franco-Chinese war. Prince Louis Nap leon, second son of Prince Jerome Bonaparte, e: rived here on the 17th inst., in the M. M. st. ... mer Natal, on a four round the world, and is no staying in the Colony. General de Negrier and rived here from Tonquin on the 18th inst., or his way home. A murder was committed on the night of the 18th inst., on board the America ship St. David, now lying in harbour, a colour American steward shooting dead the second of scale; winners 10lbs, extra. Three-quarters | cerofthat vessel. The Hongkong Police Athle! Sports took place on the Cricket Ground in splendid weather and were very successful, Marine Court was held at the Harbour Office on the 19th inst., to investigate the circumstances attending the stranding, on the 26th March, ... the P. and O. steamer Venetia on the Isaka reaf. Tanabe Point, Japan, when the Court found that the casualty was caused by the pilot laying a wrong course, and that the Captain committed an error in not verifying the course, but as lie thought he could rely on the pilot the Court did

not deal with his certificate. The German gunboat Iltis left this port ca Saturday afternoon en route for Europe. General de Negrier was a passenger by the German steamer Alwing, which arrived he a on Sunday from Haiphong It is stated that Dr. H. F. Hance, H.B.M.

Vice-Consul at Whampoa, has been appoint British Consul at Amoy His Excellency the Hon, Charles Denby, U Minister to China, arrived here on Wednesd morning, the 14th inst., from Shanghai by American corvette Murion.

Mr. Feindel arrived here on Caturday by steamer Peking to assume charge of the Gerr. Consulates in Hongkong and Canton pend. the arrival of Mr. Pelldram. We hear that at a meeting of the Hongkong Game Association held on Friday evening it was resolved to dissolve the Association. Some criti-

cisms were passed on the action of the late honorary secretary. Oh the afternoon of the lath inst., at the offiof Mesers, David Sassoon, Sons & Co., Bis Conquin protectorate has been published. It Mr. H. N. Mody, and was sold to Mr. Granv

> A rumour was current in town on the 1 inst, that a steamer with nine hundred Chin passengers on board had been blown up on voyage from here to Singapore. So far as have been able to ascertain there is no foundation It is notified in Saturday's Gazette that I Excellency the Acting Governor has appoint

> Mr. Francis Henry May, Passed Cadet, to Acting Assistant Registrar General, vice N. G. Mitchell-Innes, doing duty as Acti-Police Magistrate and Coroner. The P. and O steamer Thames, having co pleted her repairs at Abordoon, came out of do and steamed round into harbour on the af.

noon of the 14th inst. She has taken the 5: for London, and will proceed with the holy s ward mail on the 23rd instant. We hear that an action has been commenced in the Supreme Court by Don Justo Martin Lunas, Civil Governor of Manila, against Mr. Charles A. Tyrrell, of the Mascotte Opera Company, for the recovery of \$5,000 damages. Messrs. Sharp, Johnson. & Stokes are

tained for the plaintiff and Mr. Caldwell i been instructed for the defence Information has been received from Sair that the British steamer Leanon was arrested there on the 1st inst. for having opium on hour l. and that, although neither the owners, captain. nor officers were in any way implicated, as the guilty parties were found and imprisoned, the ship was not liberated until the 8th April, and then only upon a bond for \$42,000, the amount

of the fine demanded. The British steamer Kaisow, a new addition to the fleet of the China Shippers' Mutual Steam Navigation Company, Limited, arrived here on the 16th just from London, bringing dates to lie and altimo. The Kaisow is a vessel of 1.9 5 to is register, and is commanded by Captain W. 3.

On Thursday evening a large junk was up of in the harbour between Whitfeild and Hung Ham. She was caught in a sudden equall which capsized her so quickly that a man who was he low at the time was not able to make his way out. There were ten other persons on the juck but all of them managed to get into a boat helonging to the junk, and were saved. There were about 500 piculs of rice on board the junk. By the French mail steamer Natal, which serived here on the 17th instant, Prince Louis Napoleon Bonaparte, second son of Prince ferome Bonaparte and of Princess Clotilde of Savoy, and therefore grandson of the late King Victor Emmanuel of Italy, arrived here. 'His older brother Prince Victoria generally recognised as the hope of the Bonapartists. Prince Louis, who is 22 years of age, is travelling under the name of the Comte de Moncalieri, and is on a tour round the world. He will return to Europe by

The returns of births and deaths for the fourth quarter of 1885, made by the Registrar-General are published in Saturday's Gazette. There were 32 births and 45 deaths amongst the British and Foreign community, and 412 births and 1.145 deaths amongst the Chinese. The dea ha amongst the British and foreign commun to were thus distributed :—British and Foreign, ? Portuguese, 14: Indians, 4: non-residente. The annual death-rate per 1,000 for the quar was-for the whole population, 32.16; Brit and Foreign community, 18.53; ditto, deducnon-residents, 13.08; Chinese, 33.04,

The second Chinese extradition case was be

Mr. Mackean at the Police Courton the 14th

way of San Francisco.

The evidence taken against the second prise. was of a character similar to that taken against the first-alleging acts of piracy and murler within the jurisdiction of the Emperor of China. Mr. Ewens again prosecuted on behalf of the Chinese Government, while Mr. Wotton defended. After the evidence had been taken ! Ewens submitted that a primit facie case been made out upon which the prisoner might rendited. Mr. Wotton contended that the dence was altogether feeble, contradictory, unreliable, and he applied for his client's charge. His Worship reserved his decision. It is with sincere regret we learn of the de of M. Scherzer, late French Consul at Cant which occurred on board the M. M. steat or Diem ah, in the Red Sea, while on the passers cription griffins only; weights as per scale; fairs. All the expenses of the land and sea Private Secretary to Admiral Courbet, contracted dysentery at the Pescadores, which he shock off to some extent on his return to Hongke t. He was subsequently appointed a member of ne Franco-Chinese Frontier Delimitation Compais sion, and proceeded to Tonquin, but soon for 1

when was invalided home. The disease, howe ...

to reach his native land. M. Scherzer was well

known and liked in Hongkong, and he was a Cainese scholar of no ordinary attainments. Dr. Doberck, in his annual weather report. says the year 1885 presented some unusual features here, which were caused by the excentional strength of the south monsoon la t summer. He quotes the Registrar-Gener. return of the monthly death-rate among the Chinese in Hongkong from zymotic diseases a the years 1884 and 1885, and says the effects of the increased strength of the south monsoon in 1885 appear in the increased death-rate from various diseases. From the tables appended to the report we find that the mean temperature last year was 70.8 at the Observatory and 65.0 Jackson were presented at 3 p.m. that day to him at the Peak. The lowest and highest monthly City Hall in presence of a large gathering of all spectively 54.9 at the Observatory and 48.1 at the Peak in February and 80.9 and 75.1 in July. The same afternoon to Lieut. Woolley, who left in 4,096 hours, giving a percentage of 46. Rain fell

(late Whitechapel) and Shamrock, came off on chow at the beginning of this month, to survey the Race Course on Wednesday afternoon, the places where coal, copper, and iron abounded the 14th instant, but for some reason—we and to make a formal report upon the same, heard it was the state of the course—that This official expected to carry out the project in which was to have been run between Max a satisfactory manner. and Lochnagar did not take place. The matches arose out of the recent scratch races for the cups presented by Mosers. Folconer & Co. and Gaupp & Co. Max and Armadale won the cups respectively, but Mr. Fraser-Smith seems to have His Majesty the Emperor will return from the thought that his ponies were equal to turning the Tembs on the 10th inst. -tables upon the victors, and the matches were arranged. The course was in a very sloppy Hsing Kung, which is about 40 miles from state, it having rained a good deal during the day. Peking on the route to the Eastern Tombs, for Nine Months from May next. There were about fifty people down to see the caught fire on the 1st inst., and when the Imrice, and there seemed to be no great choice for perial procession arrived there on the night of favourito between the two ponies, though the lat, it was then burning; the cause or partiup till the day itself Armadale probably had colors have not yet arrived. The Chinese think most fanciers. It was thought by some that it is an unlucky omen. On the route to the the vet course would favour Shamrock After Eastern Tombs are two Imperial Palaces in the nonics were got off to a capital start, on his way to the Tombs. These Palaces were Arm viale having the rails. Coming past the built about A.D. 1650, and are said to have cost Arandale a bit, but the latter was soon up again burnt down. and kept Shamrock on the outside position. They then ran locked together all round the with Captain Lang, R.N., Lieut, Beecher, and

position they kept to the burn for the straight. Here Shamrock had had enough, and though his from Gormany last year, as it is reported that rider whipped him he dropped behind, and while at sea they make a deal of water, and there are no end of reports as to the reason of their so held by Mr. Crawford, and finished a very easy doing, and the reason is asked why there are no winner. The time was taken as 2min. 18secs. complaints made about those got out by Tso Armadale went in capital style.

a parish of his diocese and afterwards Secretary to His Eminence Cardinal Mathieu, Archbishop of Besancon. While travelling in France a sermon of Mgr. Rolland, Vicar-Apostolic of Manchuria, caused-him to make up his mind to sacrifice the brilliant career before him to devote himself to Eastern Missions. In 1847 he entered the seminary of Foreign Missions of Paris, and in 1848 was sent as a Missionary to the Mission of Canton. In 1857 he was consecrated on the 3rd inst., becoming the property of the Rishop of Sebysta in Rome by H. H. Pope P. M. S. S. Co., by whom she will be used for COLLEGE CHAMBERS." Pius IX. In 1877 his bad health and the busi- hulk purposes at a price equal to \$5,000. ness of his Mission compelled him to return to The Japan Mail says that Captain Powlett, of France, where he died in his own house among H.B.M.S. Champion, has been directed, with the his family on the 1st April. The telegram consent of the Japanese Government, to proceed aunouncing his death is dated the 5th April, with his vessel to Owari Bay for the purpose of 1896. The extraordinary work done by Bishop determining the relative advantages of places Guillemin during his stay in Canton is known proposed as accessible ports in that district. every one who had the good fortune to be from insommis and mental depression, acquainted with him.

CHINA. CANTON.FROM A CORRESPONDENT.

Whather the reputed Liu Jung-fu be the real Simon Pure or not I am of course unable to decide, but anyhow he displays a martial spirit, for during the past week or two he has been constantly drilling and practising his troops outside The North Gate. It is stated that he is very arrived on the 10th instant, picked up a couple of impatient of his enforced sojourn here, and shipwrecked Manilamen who attracted her at wants badly to retun to Kwangsi. A good deal of rain must have fallen up coun-

try, for I hear that the Sam Shuoy and Tsing Yuan districts are again inundated to the extent of several feet owing to the breakage of the river embankments. The Oi Yuk Tong have despatched a party to the districts said to have been flooded to ascertain the extent of the damage done, and see if relief is needed by the people.

munition, were brought up here by the cruisers. Foremen should be at hand, orders for repairs if They will of course be confiscated and sold. On Monday, in the broad light of day, a silk | Central, will receive prompt attention. piece goods shop in Yan I Lane in the Western Suburb was visited by a party of robbers, who necessary, communication with the Undersigned under threat of murdering the shop-people if they is requested, when immediate steps will be taken made any resistance or attempted to raise an to rectify the cause of dissatisfaction. alarm, collected goods and money to the value of \$1,000 to \$1,200, with which they decamped. The thieves got clear off, and though the matter was reported to the Authorities as soon as possible it is very unlikely that any more will be seen of

SHANGHAI. The French cruiser Segittaire is now at the

Old Dock, Shanghai, having some repairs effected to her boilers. The Shanghai Rowing Club have decided to hold their Spring Regatts in the river Hwangpoo on the 15th May next. The Peking Gazette of the 22nd March reports that His Excellency Li Hung-chang paid his respects that day on his arrival in the Capital, the and was received in audience.

The Mercury says that the Tientsin Reach in the Peiho river is silting up. The steamer Sin Nanzing could not get above the Everlasting Bend, as there was not enough water. We (Daily News) understand that Dr. Lührsen His Imperial German Majesty's Consul-General

to China, has received orders to proceed to Odessa in the autumn, and will be replaced here by his predecessor at Shanghai, Dr. Focke. Captain F. W. Schulze, who is well-known on the China Coast, and was till recently in the Korean Service, has (says the Daily News) been

appointed to the command of one of the Chinese hours:-This Time Table will take effect from drodgers which are now employed at Port Ar. the 15th April 1885. The Daily News states that Mr. C. Dowdall, who left Shanghai for home by the steamer

Lacrics on the 10th inst., was rowed to the steamer in a "four" manned by present and past strokes of the national crews. A large gathering of rowing men were on board the steamer to bid him farewell. A correspondent in the North informs the N.

C. Daily Nows that the Tonquin boundary question was not settled recently, but everything was going on well. The negotiations between England and China about Bhamo were progressing satisfactorily, and the arrangement would probably be the surrender of some border territory to China. The railway question had been set aside

at Peking for some time past. The Cathau Post says:—" General Wilson, of The above Time Table will be strictly adhered the United States, who for the last six months | to, except under unavoidable circumstances. In has been up North looking out for a railroad case of stress of weather, due notice will be 'chance,' has returned and is now on his way given of any stoppages. home. The General seems to think that the chances are very slim. I expect the German syndicate back very shortly with faces as long as

fiddles and their tails between their legs. The DAVID CORSAR & SONS' fruit is evidently not ready for plucking yet." The N. C. Daily News regrets to hear that news was received in Shanghai by the last mail of the death on the 26th February of Mr. C. J. Skeggs, an old resident of Shanghai, about a fortnight after his arrival at Marseilles, where his son holds the post of English chaplain. Mr Skeggs left Shanghai by the mail of the 31st December last, in bad health, which it was hoped

business. The Daily News says:—A serious accident occurred in Hongkew on Monday night (12th LARGE STOCKS OF EVERY DESCRIP inst.) at about a quarter past ten o'clock. It appears that there was a row of houses in a dila- Address :- Care of Mosars. K wonc Sung & Co. piduted condition, and as they were considered unsafe, the agents gave the occupants rotice to quit. This most of them did, there being only one family left, and they wanted compensation. Without any warning, the whole of the row of houses suddenly fell, burying under the rains THE CHINA FIRE INSURANCE COMthe family. As soon as the alarm was given the people were got from under the ruins, but it was Is prepared to ACCEPT FIRST-CLASS

that he is not expected to live. The Shanghai Hupur states that a Mining AGENCIES at all the Treaty Ports of China Company has been established in Kwangtung, and Japan, and at Singapore, Saigon, Penang, and that recently a Chinese merchant wished to | and the Philippines. open the coal mines in Küng-chow, so he petitioned the high authorities to send a weighten to that place, and instruct him to report upon the

principal meteorological elements we note that | matter. The inhabitants were found to be very was accordingly recommended to the high Officials The scratch race arranged between Armadale for this enterprise, and was despatched to Wei-

TIENTSIN.

News arrived here that the First Road Palace,

Li Hung-chang returns here on the 13th.

Fand Shamrock appeared to be pulling over Tls. 2,000,000 each. It is one of these that is The Chinghai left to-day for Port Arthur, bottom of the course, and going along the far Mr. von Hanneken. It is said that Captain side Armadale led by about a head, in which Lang has been sent by Li Hung-chang to survey and report on the three men-of-war which arrived

On the 15th inst. at the Roman Catholic Ca. In regard to railroads the Government has thedral a funeral service was held for the late come to the conclusion that nothing will be done Hon. A. LAMBART. Monseignent Guillemin, Bishop of Sebysta and Prefect-Apostolic of Canton. Mgr. Philippe Francis Lepherin Guillemin was a native of the Diocess of Besançon, in France. He was born either or any of them; so the matter is shelved in 1814 of very respectable and wealthy parents. for a time, therefore the Tsung-li Yamen declin-After being ordained priest he was first Vicar in ed to see the representatives of the German Syndicate although Li offered to accompany them .- Mercury Correspondent.

JAPAN.

YOKOHAMA. The British brig Emily was sold at Yokohama

by every one acquainted with the Missions. He One of the passengers by the steamer Nagoya was the head of the first envoy of the Missionary Maru which came into Yokohama on the morn-body from the Seminary of Paris. Very few Chris-ing of the 8th inst. from Shanghai, was drowned An tinns and fewer churches were at that time in the on the voyage up. About 8 o'clock p.m. on the 7th province of Kwangtung, where now the Chris- inst., Rock I dand bearing E. 1 N, distant about 14 lians must number nearly 20,000, whilst every miles, Mrs. Davis, one of the passengers, was district has a chapel. Every one going to Can- missed. A search was made for her, but without ton will notice the imposing Cathedral and the success, and it is supposed the lady had jumped two beautiful orphanages which stand a monu- overboard.—An inquiry was held at Yokohama ment of the activity and energy of Bishop by Mr. Warren Green, the American Consul-Guillemin. Mgr. Guillemin was well known in General on the 9th inst., when, after hearing Hongkong, where he used to often come to see the evidence, the Court gave if as their opinion his friends. His friends can testify to the that Mrs. Davis had, between 7 and 8 p.m. on the -amability and the genial character of Mgr. 7th somehow committed suicide. The deceased, Guillemin, who knew how to endear himself to it was shown by the evidence, had been suffering

THE PHILIPPINES.

MANILA.A meeting of the creditors of the late firm of Russell, Sturgis & Co. will be held at Monila to-day, at the offices of Messrs. Inchausti and Co., when the estate will be wound up and the

liquidation completed. The British barque Mohawk, while on her passage from this port to Manila, where she tention on Tibano island.

INTIMATIONS.

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

On Saturday last five ealt smuggling junks, SHIPMASTERS AND ENGINEERS are which had been captured on the coast, together respectfully informed that, if upon their with more than 2,000 piculs salt and some am- arrival in this Harbour, none of the Company's sent to the HEAD OFFICE, No. 14, Praya In the event of complaints being found

D. GILLIES,

Secretary. Hongkong, 26th August, 1885. JARDINE, MATHESON & Co.'s PIERS AND GODOWNS,

WEST POINT. HESE are now in working order. Steamers are berthed at the Wharf, and Cargo received and stored at Chean Rates. The Godowns are Two Storied, Dry. Airy, and well suited for the Storage of Silk, Cotton, and Woollen Piece Goods as well as General Mor-

chandise. Advances made on Cargo Stored. For Rates and Further Particulars, apply to |

MANAGER, ; JARDINE, MATHESON & Co.

Hongkong, 1st December, 1885.

SUMMER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCE "MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR's WHARF and TSIM-TSA-TSUI at the following SUNDAYS. WEEK DAYS.

Leaves Leaves Loaves Hongkong Kowloon Hongkong 7.00 A.M. 6.00 A.M. 7.00 A.M 9.00 ,, 10.15 ... 10.15 12.30 P.M. 11.00 ,, 12.00 NOON. 12:30 P.M. 1.00 P.M. 2.00 1.30 ,, 2.30 3.90 , 4.15 4.50 4 5.40

*There will be no Launch on Monday and Friday, on account of coaling.

AND R. TENNENT'S ALE and PORTER. Merchant Navy

Navy Boiled CANVAS. Long Flax Crown ARNHOLD KARBERG & Co. Hongkong, 11th May, 1867.

would be improved by relief from the worries of E SUNG C 0 .. COAL MERCHANTS,

have always on hand TION OF COAL. No. 68, PRAYA.

NOTICE. PANY, LIMITED, found that one man had been so severely injured | RISKS at 1 1/4, nett per Annum, and other In-SURANCES at Current Rates.

JAS. B. COUGHTRIE,

TO BE LET.

RICHMOND TERRACE. TO BE LET. A HOUSE, Cool in Summer, with FOUR GOOD ROOMS, DRESSING ROOM THREE BATH ROOMS, and convenient

OUT-OFFICES, in thorough order. Apply to J. D. HUMPHREYS, 22. Queen's Road Central Hongkong, 2nd April, 1886. TO BE LET-FURNISHED.

VERY COMFORTABLE HOUSE, with Six Rooms, Dressing Room, LIBRARY, THREE BATH ROOMS, convenient OUT-OFFICES, TENNIS COURTS, and GARDEN. Apply to

J. D. HUMPHREYS. 22, Queen's Road Central. Hongkong, 2nd April, 1886. TO LET.

With Immediate Possession, NOS. 1, 3, & 4 IN REDNAXELA TERRACE, back of the AMERICAN A VERY COMMODIOUS BUNGALOW

with OUT-HOUSES, GARDEN, &c., at Kowloong. " Rent Moderate. Apply to ECA DA SILVA & Co., 33. Pottingor Street.

Hongkong, 81st March, 1886. TO BE LET. With Possession on the First of May. 66 TO REEZY POINT,"-ROBINSON ROAD, at present in the occupation of the

SHARP & Co. Hongkong, 29th March, 1886. TO LET. NE BEDROOM with BATHROOM

attached. ONE OFFICE. Apply to STOLTERFOHT & HIRST.

13. Praya Central. Hongkong, 25th Murch, 1886. TO LET.

Nos. 4, 8, SEYMOUR TERRACE. DAVID SASSOON, SONS & Co. Hongkong, 29th March, 1886 TO LET.

A DOOMS in-Club CHAMBERS. Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. MI ONGKONG WHARF & GODOWNS Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Entire GODOWNS to be LET MEYER & Co. Hongkong, 3rd March, 1881. TO BE LET.

66 RINGLEFORD," ROBINSON ROAD-FURNISHED, for Summer Months. No. 9. Mosque Terrace - Immediate Possession. GODOWN at WANCHI. Water Frontage. Apply to LINSTEAD & DAVIS. Hongkong, 6th April, 1886.

FOR SALE.

The Finest FLOUR in the Market STARR & Co.'s well known, best roller made "DRAGON EXTRA" STRENGTH AND COLOUR UNSURFASSED

TRY 1T. FOR SALE.

AT WHOLESALE PRICES. CACCONES, SHERRY, PORT. CLARETS, CHAMPAGNE. ${f HOCKS}. \ {f BURGUNDY}.$

BRANDY, WHISKIES, ALE, STOUT. MACHINERY, LAWN MOWERS. SCALES BICYCLES. PAINTS, OILS, VARNISH. Apply to

W. G. HUMPHREYS & Co., Bank Buildings Hongkong, 1st January, 1886. FOR SALE.

TRICHORD COTTAGE PIANOS, Complete Iron Framing and PATENT METAL PIN PIECE. with all the latest improvements.

PRICE FROM \$240. Pavable also by Monthly Instalments from Dollars, if required. W. POWELL & Co. Hongkong, 1st January, 1886.

FOR SALE. MHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL. \$19 per case of 1 dozen quarts. per case of 2 dozen pints. GRAND VIN CHATEAU LEOVILLE. \$24.....per case of 1 dozen quarts.

CHATEAU LAROSE. \$12......per case of 1 dezen quarts. PONTET CANET. \$9.50 per case of 1 dozen quarts. PALMER MARGAUX. \$7.50 per case of 1 dozen quarts.

\$8.50per case of 2 dozen pints.
LORMONT. \$5.....per case of 1 dezen quarts. \$6..... per case of 2 dozen pints. JOHN WALKER & SONS' OLD HIGHLAND WHISKEY. \$8per case of 1 dozen bottles.

CUTLER PALMER & Co.'s WINES AND SPIRITS. SIEMSSEN & Co. Hongkong, 1st January, 1884...

FOR SALE. "HAMPAGNE "MONOPOLE," -HEIDSIECK & Co.-

MONOPOLE RED SEAL (medium dry). RED FOIL "SEC" (dry) GOLD FOIL "DRY" (extra dry'. CARLOWITZ & Co. Sole Agents for HEIDSTECK & Co., REIMS, For Hongkong, China, and the East.

Hongkong, 1st July, 1885. FOR SALE. O BARRELS CEMENT from Tun-OUU NEL PORTLAND CEMENT WORKS,

West Thurrock. In Lots to suit Purchasers. -Apply to-G. RAYNAL, 1. Stanley Street. Hongkong, 3rd April, 1886.

FOR SALE. COOD DOUBLE BARRELED GUNS in Cases Complete, RIFLES, REVOLVERS, CARTRIDGES, and SHOT, &c., &c., &c. Best Quality GIN in Stone Bottles at \$5:00 per dozen, and GIN in White Glass Bottles,

DRIPSTONE FILTER, SOURHAUT and RED CABBAGE in Jars. J. F. SCHEFFER, 21 & 23, Pottinger Street. Hongkong, 3rd March, 1886. OSEPH GILLOTT S STEEL PENS. M R D A L GOLD

Sold by all

SCHIEDAM SCHNAPPS, POMERANZEN BITTERS.

Paris, 1878. FIRE at Current Rates. Stationers and Dealers

INSURANCES.

TEW YORK LIFE INSURANCE COMPANY. LIFE ASSURANCE ONLY Purely mutual; all profits belong to Policy-

holders and apportionments are made annually. STATEMENT FOR YEAR ENDING SIST DECEMBER, 1884. £12,127,930 Accumulated Funds

Surplus over all liabilities? and Reserve Fundaccord-£ 2,036,332. ing to valuation made by the Government..... Income for year 1884..... £ 2,846,245. C. SETON LINDSAY, Ros. Managor, Department of the East.

GIBB, LIVINGSTON & Co., Agents, Hongkong. THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS

MAJESTY KING GEORGE THE FIRST. A.D. 1720. THIS Undersigned having been appointed Agents for the above Cornoration, are prepared to grant Insurances as follows:-MARINE DEPARTMENT: Policies at current rates, payable either hero, in London, or at the principal Ports of India,

China, and Australia. FIRE DEPARTMENT. Policies issued for long or short periods at current rates. LIFE DEPARTMENT. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hougkong, 26th July, 1872.

DHENIX FIRE OFFICE [669] The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:-On First-class European

....at & / Net per Annum. Tenements : On First-class Godowns, & Merchandise stored therein at t 1/2 Net per Annum. On Coalsat 1 % Net per Annum. On Petroleum in liconsed Godownsat 14 % Net per Annum. On First-class Chinese

.....at 2" % Net per Annum. Tenements On Second-class Chinese at 23 % Net per Annum. Tenements DOUGLAS LAPRAIK & Co., Agents for Phonix Fire Office. Hongkong, 5th August, 1881.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY. ESTABLISHED 1805.

WHE Undersigned having been appointed Agents for the above Company are pre- FIHE P. & O. S. N. Co.'s Steamship 139 pared to issue Policies of Insurance against Fire on the usual terras. ARNHOLD, KARBERG & Co. Hongkong, January, 1882.

HANSEATIC FIRE INSURANCE COM-PANY OF HAMBURG. THE LUBECK FIRE INSURANCE COMPANY.

HE Undersigned, Agents for the above Companies, are Prepared to ACCEPT RISKS at Current Rates. Hongkong and Canton, 23rd February, 1886. EDUARD SCHELLHASS & Co.,

CUN FIRE OFFICE The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of \$50,000 on First-class Risks. ADAMSON, BELL & Co.,

Agents, Sun Fire Office. Hongkong, 18th February, 1836. TRANSATLANTICFIREINSURANCE L COMPANY OF HAMBURG.

The Undersigned, having been appointed grents for the avove Company, are prepared to ACCEPT RISKS against FIRE at Current SIEMSSEN & Co.,

Agents. Hongkong, 16th November, 1872. NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

JIHE Undersigned, AGENTS for the above Company, are prepared to GRANT IN-SURANCES to the extent of \$65,000, on firstclass risks at current rates. MELCHERS & Co. Hongkong, 27th March, 1876.

GENERAL DIFF AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Captain Wood, will be despatched as above do not apply to through fores from China and Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates. PUSTAU & Co. Hongkong, 17th April, 1886. Hongkong, 1st April, 1885.

CINGAPORE INSURANCE COMPANY, LIMITED. HEAD OFFICE-SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current will leave for the above place on SUNDAY, Rates. All Contributors of Business whether | the 25th instant, at DAYLIGHT. Shareholders or not are entitled to Share in the Bonus. ADAMSON, BELL & Co.,

Agents. Houghoug, July, 1885. THE MAN ON INSURANCE COM- THE Steamship PANY, LIMITED.

HEAD OFFICE-Hongsong. CAPITAL (SURSCRIEED), \$1,000.000. ROARD OF DIBECTORS.

LIUM SIN SANG, Esq. Yow Chong Peng, Esq. BAN HUP, Esq. CHAN LI CHOY, Esq. Q. HOI CHUNE, Esq. The Company GRANTS POLICIES on MARINE RISKS to all parts of the World,

payable at any of its Agencies. Contributory Dividends are payable to all Contributors of Business, whether they are (Taking Cargo at through rates to CALCUTTA WOO LIN YUEN, Secretary. HEAD OFFICE.

No. 2. Queen's Road West, Hongkong, 14th March, 1881. THE STRAITS INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current ARNHOLD, KARBERG & Co. Hongkong, 5th November, 1883. NOTICE.

A UEEN FIRE INSURANCE COMPANY. The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at 1 per Cent. Nett premium per Annum. NORTON & Co., Agents. Hongkong, 20th May, 1881.

FIRE INSURANCE COMPANY, OF 1877.

IN HAMBURG.

THE Undersigned, Agents of the above A Company, are Prepared to ACCEPT RISKS at Current Rates. PUSTAU & Co... Hongkong, 18th January, 1884.

INSURANCE COMPANY. THE Undersigned, Agents of the above Com- shortly after her arrival with the Franch Mail pany, are authorized to INSURE against from Europe. GILMAN & Co.

NORTH BRITISH AND MERCANTILE

VESSELS ON THE BERTH. FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED. THE Company's Steamer "MONGKUT,"

Captain P. H. Loff, will be despatched for the above Ports TO-DAY; the 20th instant, at NINE A.M. For Freight or Passage, apply to YUEN FAT HONG,

Agents. Hongkong, 19th April, 1886. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAL

Taking Cargo and Passengers at through rates for Cheroo, Tientsin, Newchwang, Han-ROW, and PORTS on the YANGTSZE.) THE Company's Steamship "CANTON," Captain Bremner, will be despatched as above TO-DAY, the 20th inst., at FOUR P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., G neral Managers. Hongkong, 16th April, 1886. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW. / THE Company's Steamship "HAIPHONG," Captain Harris, will be despatched for the above Ports TO-MORROW, the 21st instant, at

NINE A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 19th April, 1886. FOR MAURITIUS VIA SINGAPORE. HE Steamship

will be despatched for the above Port TO-MORROW, the 21st instant, AFTERNOON. Loading commences on the 15th instant. Freight or Passage will be charged moderately. SOY SING. No 96; Bonham Strand. Hongkong, 5th April, 1886. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

HHE Company's Steamship "PROMETHEUS," Captain Webster, will be despatched as above on THURSDAY, the 22nd instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hougkoug, 16th April, 1886. STEAM TO BOMBAY VIA STRAITS.

" VENETIA," will leave for the above place on FRIDAY. 1927 the 23rd instant, at DAYLIGHT. A. McIVER. Superintendent. Hongkong, 15th April, 1886.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG, AND ${ t CALCUTTA}.$ HE Company's Steamship

"TAISANG," Captain Davies, will be despatched for the above Ports on SATURDAY, the 24th instant. at THREE P.M. This Steamer has superior First Class Accommodation specially constructed to most the requirements of tropical climates. For Freight or Passage, apply to

JARDINE, MATHESON & Co.. General Managers. Hongkong, 14th April, 1886. CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, THURSDAY

ISLAND, COOKTOWN, TOWNSVILLE,

BRISBANE, SYDNEY, MEL-

BOURNE, &c. THE Steamship "TAIWAN," Captain Clegg, will be despatched as above on SATURDAY, the 24th inst., at FOUR P.M.

This vessel has unusually good Cabin Accommodation, situated amidships, on upper deck. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th April, 1886. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN, DIRECT. THE Company's Steamship "KWONGSANG." on or about the 24th instant. For Freight, or Passage, apply to JARDINE MATHESON & Co., General Managers.

STEAM TO YOKOHAMA, VIA NAGA-SAKI AND KOBE. (Passing through the INLAND SEA). HEP. & O. S. N. Co.'s Steamship "THIBET,"

A. McIVER. Superintendent. Hongkong, 15th April, 1886. [1277] FOR SINGAPORE, HAVRE, AND HAM-BURG. VIA SUEZ CANAL.

"POLYHYMNIA." Captain R. Böhme, will be despatched for the DAY, the 5th | May, at THREE P.M. above Ports on MONDAY, the 26th instant, at taking Passengers and Freight for Japan, the FIVE P.M.

SIEMSSEN & Co.,

O. BACHRACH.

Hongkong, 19th April, 1886. AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG COLOMBO, BOMBAY, ADEN, SUEZ. PORT SAID, BRINDISI, & TRIESTE.

For Freight or Passage, apply to

MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADBIATIC PORTS). THE Company's Steamship "AMPHITRITE." Captain B. Gelcich, will be despatched as above For Further Particulars regarding Freight do not apply to through fares from China and The Tank on SATURDAY, the 1st of May, at Noon. and Passage, apply to the Agency of the Com-

pany, Praya Central.

Hongkong, 17th April, 1886.

COMPAGNIE DES MESSAGERIES MARI' IMES. PAQUEBOTS POSTE FRANCAIS. HE Company's Steamer

"MENZALEH;" Captain Benois, will be despatched for KOBE AND YOKOHAMA. shortly after the arrival of the Mail steamer from Europe. G. DE CHAMPEAUX, Hongkong, 14th April, 1886.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

HE Company's Steamer " NATAL," Captain Such, will be despatched for SHANGHAI. G. DE CHAMPEAUX,

Hongkong, 14th April, 1886.

VESSELS ON THE BERTH. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, CO LOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN. SUEZ. PORT SAID, MEDITERRANEAN, AND FIRE 3/3 L I.I. British Ship BLACK SEA PORTS, NAPLES. MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP. N TUESDAY, the 20th day of April, 1. 1886, at Noon, the Company's Steamship

"MELBOURNE," Commandant Dela Marcelle, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principa places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. FIRE 3/3 L II American Ship Specie and Parcels until 3 P.M., on the 19th April, 1886. (Parcels are not to be sent Office.) Contents and value of Packages are above Port, and will have quick despatch. For further particulars, apply at the Company's Office.

Hongkong, 8th April, 1886. STEAM FOR COLOMBO. SINGAPORE. PENANG.

G. DE CHAMPEAUX.

ADEN. SUEZ, PORT SAID, MAUTA, TRIESTE, VENICE, PLYMOUTH. AND LONDON; BOMBAY, MADRIS, CALCUTTA, AND

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS. MARSHILLES, TRIESTE, HAM-BURG. NEW YORK, AND BOSTON.

AUSTRALIA

SPECIE ONLY LANDED AT PLYMOUTH. THE PENINSULAR AND ORIENTAL STEAM instant. Her Majesty's Mails, will be despatched from this for LONDON via BOWBAY and SUF? CANAL, on FRIDAY, the 23rd April,

at FOUR P.M. Cargo will be received on board until sinstant. TEN A.M. Parcels and Specie (Gold) at the Office until Tey A.M., on the day of sailing. Silk and Valuables for Europe will be transhipped at Colombo: Tes and General Cargo for London will be conveyed via Bombay without transhimment, arriving one week later than by the ordinary direct route via Colombo. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR &

Office, Hongkong. The Contents and Value of Packages are remired to be declared prior to shipment. Black Bills of Lading. longers for Marseilles.

ORIENTAL STEAM NAVIGATION COMPANT'S

Superintendent. Hougkong, 15th April, 1886. OCCIDENTAL AND ORIENTAL STEAM

A. McIVER.

SHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES MEXICO.: CENTRAL AND SOUTH AMERICA. 'AND EUROPE:

THE OVERLAND RAILWAYS.

TLANTIC AND OTHER CONNECTING THE Steamship "SAN PABLO," will be despatched for San Francisco, mil Yoke- inst., at 1.30 P.M. Connection being made at Yokohama with For Shanghai.—Per Kwangice, to-day, the Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to For Amov and Munita-Per Antonio Munoz,

Company's Office until Five P.M. the day pre-RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco to-day, the 20th inst., at 5.00 P.M. for China or Japan (or nice versa) within six Roturn Fare; if re-embarking within one year. an allowance of 10 % will be made from Return Fare Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount inst., at 5.00 P.M. of 25 % from Return Fare. These allowances Japan to Europo. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be

sent to the Company's Offices, addressed to 809 the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central. C. D. HARMAN, Agent. Hongkong, 5th April, 1886.

U. S. MAIL LINE. PACIFIC MAILSTEAMSHIP COMPANY. Calentta, Aden. Mauritius, Egypt, Malta, and THROUGH TO NEW YORK, VIA OVER-LAND RAILWAYS, AND TOUCHING AT

YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY," will be despatched for San Francisco, vid Yokohama, on WEDNES. United States and Europe Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Hayana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the

Company's and connecting Steamers.

Through Passage Tickets granted to England France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES.—Passangers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year. an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount

Japan to Europe. Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same [388 day: all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Cellector of Customs at San Francisco. For further-information as to Passage and

Freight, apply to the Agency of the Company,

C. D. HARMAN, Agent. Hongkong, 15th April, 1886. STEAM TO SHANGHAI. THE P. & O. S. N. Co.'s Steamship

No. 50A, Quoen's Road Central.

after her arrival with the next English Mail. A. McIVER. Superintendent. Hongkong, 15th April 1886. FOR LONDON AND HAMBURG.

"PEKIN."

THE 3/3 L II German Bark "AUGUSTE," Tost, Master, will load home for the above Ports, and will have neigh despatch. ...

For Freight, apply to CARLOWITZ & Co. Hongkong, 18th February, 1886.

VESSELS ON THE BERT

FOR HAVRE AND LONDON. THE 3/3 L II British Bark "CHANNEL QUEEN,"

Lelacheur, Master, will load here for the above Ports, and will have quick despatch. For Freight, apply to CARLOWITZ & Co. Hongkong, 22nd March, 1886.

FOR NEW YORK.

"ELLEN A. REED," Hatfield. Master, will load here for the above Port, and will have quick despatch. For Freight, apply to CARLOWITZ & Co

Hongkong, 24th March, 1886. FOR NEW YORK. FINE 3/3 AII American Bark "NEHEMIAH GIBSON."

Bailey, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 3rd March, 1886. FOR SAN FRANCISCO.

"JOHN CURRIER," on board; they must be left at the Agency's J. B. Blethen. Muster, will load here for the For Freight; apply to RUSSELL & Co.

MAILS E PECTED.

Hougkong, 27th March, 1886.

THE ENGLISH MAIL. The P. & O. S. N. Co.'s steamer Pekin, with the next outward English mail, left Singapore MARSETLLES, GIBRALTAR BRINDISI, on the 15th, and may be expected 'sero on the

21st instant. THE AMERICAN MAIL. The O. & O. steamer Oceanic, with the next American moil, left San Francisco on the 3rd April, and is due here on or about the 2nd May.

STEAMERS EXPECTED. The P. M. steamer City of Sydney, with dates from San Francisco to the 24th ultimo, left Yokohama on the 17th; and is due here on the 23rd

NAVIGATION COMPANY'S Steamship The Austro-Hungarin Lloyd's steamer Am-THAMES." Capt. W. A. Seaton, R.N.R., with phitrite-left Singapore on the morning of the 17th, and is due here on the 24th instant. The Union Line steamer Oxfordshire left Singapore on the 18th, and is due here on the 24th

> The Shire Line steamer Denbighshire left Singapore on the 19th, and is due here on the 26th The E. & A. steamer Tannadian left Sydney

> > POST-OFFICE NOTICES

on the 13th April, and is due here on the 4th

When Correspondence has been mis-sent or delayed (both of which are liable to hancen Shippers are particularly requested to note occasionally) all that the addresses need do is to the terms and conditions of the Company's note on the cover, Sent to ---- or Received at 7 p.m., or as the case may be, an I. forward it, N.B.—This Stanner takes Cargo and Pas- without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs ; it is mistake to lot such matters pass for fear. giving trouble, a course which generally gives

> The Postsi Guide for 1886, revised to date will be found in the Daily Prom Director p. 385 large edition, p. 701 small e lition. Chiis the only authorised complete Summary of Postal information published in Hongkong. The anthorised List of Mails issued in

> connection with this paper is the one published

more trouble in the end.

| 20th inst., at 3.30 P.M.

twice each day in our Extra, which is always corrected to a much later hour than that given A BEATL WILL GLOSF For Swatow and Banckok .- Per Mongkut, today, the 20th inst., at 8.30 A.M. For Saigon.-Per Protos, to-day, the 20th hama, on SATURDAY, the 24th instant, at For Shanghai, -Per Ashington, to-day, the 20th inst., at 3.30 P.M.

address in full: and same will be received at the to-day, the 20th inst., at 3,30 P.M. For Shanghai .- Per Canton, to-day, the 20th instant, at 3.30 P.M. For Hollow and Pakhoi.-Per Greylound, For Swatow, Amov. and Foechow. - Per months, will be allowed a discount of 20 % from | Haiphong, to morrow, the 21st inst., at 8.30 A.M. For Bangkok.-Per Gilsland, to-day, the 21st inst., at 4.30 P.M.

For Amoy.—Per Celebes, to-morrow, the 21st

For Straits and Bombay.-Per Venetia, on

Thursday, the 22dd instant, at 5.00 P.M.

For Straits and Calcutta. - Per Tassang. on Saturday, the 24th inst., at 2.30° P.M. For Nagasaki, Kobe, and Yokohama.—Per Thibet, on Saturday, the 24th inst., at 5.00 P.M. For Singapore.-Per Polyhymnia, on Monday, the 26th inst, at 4.30 P.M. MAILS BY THE FRENCY PACKET. The French Contract Parket Melbourns will be despatched on TUESDAY, the 20th inst., with Mails for the United Kingdon, Europe. and places beyond, via Nunles: to Saigon, Straits Settlements, Batavia, Barmah, Caylon,

The usual hours will be observed in closing the Mails, &c. HOURS FOR CLOSING THE CONTRACT

the Australasian Colonies, Pondichery, Madras,

THE FRENCH MAIL. Day before Departure. P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office bours. Day of Departure, 7 A.M.: Post Office opens. 10 A.M., Registry of Letters ceases. Posting of

all printed matter and patterns ceases.

of 10 cents until

11.A.M., Mail closes, except for Late Letters.

11.10 A.M., Letters may be posted with Late Fee

MAILS

11:30 A.M., when the Post Office clease entirely 11.40 a.m., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure. MAILS BY THE BRITISH PACKET. The British Contract Packet Thames will be despatched on FRIDAY, the 23rd April. with Mails for the United Kingdom, Europe and countries beyond, vid Brindisi; to

the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and The usual hours will be observed in closing the Mails, &c. The Post Office declines all responsibility for Unregistered Letters containing Jewellery. &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such

HING KEE, STEAM LAUNCH Co.,

Have always on hand supplies of the best COAL for Houses, STEAMERS, & SHIPS at MODERATE TERMS No. 16, TUNG MAN LANE, --- HONGKONG. Hongkong, 17th September, 1885. DORTLAND CEMENT.

J. B. WHITE & BROS. will leave for the above place about 24 hours SOLE AGENTS FOR CHINA. HOLLIDAY WISE & Co. Hongkong, 11th April, 1883. THE Cheapest place for JAPANESE GOODS in Hongkong is

CASSUMBHOY'S WAREHOUSE. BEACONSTIELD ARCADE. JAPANESE and CHINESE CURIOS in large Stockat Reasonable Prices. Fresh arrivaladaily. FURNITURE, New and Second-hand, in great Variety. Inspection is invited.

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